

I hereby give notice that a hearing by commissioners will be held on:

Date: Friday 4, Monday 7 & Thursday 10 May 2018
Time: 9.30am

Venue (4 May): Council Chambers
Level 2, Henderson Service Centre
6 Henderson Valley Road, Henderson

Venue (7 & 10 May): Council Chamber
Ground Floor
Auckland Town Hall
301-303 Queen Street
Auckland Central

HEARING AGENDA - VOLUME THREE

PLAN MODIFICATION 5 - WHENUAPAI PLAN CHANGE

COMMISSIONERS

Chairperson Robert Scott
Commissioners Juliane Chetham
Gavin Lister
Cr Chris Darby

Andrea Chung
HEARINGS ADVISOR

Telephone: 09 890 2102 or 021 858 737
Email: andrea.chung@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

At the start of the hearing, the Chairperson will introduce the commissioners and council staff and will briefly outline the procedure. The Chairperson may then call upon the parties present to introduce themselves to the panel. The Chairperson is addressed as Mr Chairman or Madam Chair.

Any party intending to give written or spoken evidence in Māori or speak in sign language should advise the hearings advisor at least five working days before the hearing so that a qualified interpreter can be provided.

Catering is not provided at the hearing. Please note that the hearing may be audio recorded.

Scheduling submitters to be heard

A timetable will be prepared approximately one week before the hearing for all submitters who have returned their hearing attendance form. Please note that during the course of the hearing changing circumstances may mean the proposed timetable is delayed or brought forward. Submitters wishing to be heard are requested to ensure they are available to attend the hearing and present their evidence when required. The hearings advisor will advise submitters of any changes to the timetable at the earliest possible opportunity.

The Hearing Procedure

The usual hearing procedure (as specified in the Resource Management Act) is:

- The reporting officer may be asked to provide a brief overview of the plan change.
- Submitters (for and against the application) are then called upon to speak. Submitters may also be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker. The council officer's report will identify any submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
- Should you wish to present written information (evidence) in support of your application or your submission please ensure you provide the number of copies indicated in the notification letter.
- Only members of the hearing panel can ask questions about submissions or evidence. Attendees may suggest questions for the panel to ask but it does not have to ask them. No cross-examination - either by the applicant or by those who have lodged submissions – is permitted at the hearing.
- After the applicant and submitters have presented their cases, the chairperson may call upon council officers to comment on any matters of fact or clarification.
- The chairperson then generally closes the hearing and the applicant, submitters and their representatives leave the room. The hearing panel will then deliberate "in committee" and make its decision by way of formal resolution. You will be informed in writing of the decision and the reasons for it.

A NOTIFIED PLAN CHANGE TO THE AUCKLAND COUNCIL UNITARY PLAN BY AUCKLAND COUNCIL

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Reporting officer, Anne Bradbury

Reporting on proposed Plan Modification 5 - Whenuapai Plan Change to rezone approximately 360 hectares of mostly Future Urban zoned land to a mix of business and residential zones. The plan change also proposes changes to the following sections of the AUP (OP):

- Chapter I Precincts – inclusion of a new precinct I616 Whenuapai 3 Precinct
- Chapter L Schedule – 14.1 Table 1 Places, 14.1 Table 2 Areas, 14.2 Clarks Lane Historic Heritage Area
- Chapter M Appendices – Appendix 17
- Additions to the Historic Heritage Overlay map
- Additions to the control map, the Stormwater Management Area Flow Control -1 (SMAF-1) is added to the plan change area.

SUBMITTERS:		
Page 427	Lydia Lin	
Page 429	Serrena Storr	
Page 431	Teresa Pattinson	
Page 435	Peter E Pattinson and Teresa Pattinson	
Page 440	Brigham Investments Limited	Attn: Clayton Bradbury
Page 444	Sharron L and Roy J Preece	
Page 454	Andrew C Braithwaite	
Page 456	Upper Harbour Ecology Network	Attn: Annette Mitchell
Page 465	Guoqing Wu	
Page 467	Junwei Wu	
Page 469	Gongwang Li	Attn: Wayne Wang
Page 483	Dayna Swanberg	
Page 485	Debbie Clark	
Page 487	78 Hobosonville Limited and Prestige Clark Road Limited	Attn: Abu Hoque
Page 497	Whenuapai Ratepayers and Residents Association	Attn: Andy Milne
Page 500	Pauline Howlett	
Page 502	Austino	Attn: D Pope & B Dales
Page 509	Hsiu Ho Lin	Attn: Daniel Shao
Page 516	Herald Island Environmental Group	Attn: Charissa Snijders
Page 523	Martin and Rochelle Good	Attn: Rochelle Good
Page 526	Cabra Developments Limited	Attn: Hannah Edwards
Page 577	Royal Forest and Bird Protection Society NZ	Attn: Nicholas Beveridge
Page 586	New Zealand Transport Agency	Attn: Lorraine Houston
Page 588	Stride Holdings Limited (Stride)	Attn: Bianca Tree
Page 592	Heritage New Zealand Pouhere Taonga	Attn: Rebecca Vertongen
Page 599	GRP Management Limited	Attn: Evita Key

Page 610	Mark Dawe	
Page 615	Peter and Helen Panayuidou	Attn: Mark Weingarh
Page 624	Ockleston Investments Limited	Attn: Evita Key
Page 634	Dave Allen	
Page 638	Jack N and Gillian M Shepherd	
Page 640	Ming Ma	Attn: Evita Key
Page 651	Sinton Developments	Attn: Evita Key
Page 704	Charles Ku	Attn: Peter Hall
Page 717	Sheng Xin Property Investment Limited	Attn: Toby Mandeno
Page 727	CDL Land New Zealand Limited (CDL)	Attn: Douglas Allan
Page 763	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Attn: Nigel Hosken
Page 768	Verve Construction Limited	Attn: Brad Nobilo
Page 796	Richard and Jane Paul	
Page 797	TDR Family Trust, CAR Family Trust, and KW Ridley Trust Company Limited	Attn: Craig Magee
Page 799	New Zealand Defence Force	Attn: Alia Cederman
Page 819	Auckland Transport	Attn: Lian Winter
Page 827	Trig Road Investments Limited	Attn: Toby Mandeno
Page 839	Lichun Gao	Attn: Toby Mandeno
Page 851	Paul and Kaaren Batchelor	
Page 854	Neil Construction Limited	Attn: Phill Ainsworth
Page 867	Maraetai Land Development Limited	Attn: Phill Ainsworth
Page 880	Yuewen Zhang and Yue Liu	Attn: Phill Ainsworth
Page 888	Feng Tan	Attn: Philip Brown
Page 892	Lu Hui Feng	
Page 894	Nga Maunga Whakahii o Kaipara Whenua Hoko Holdings	Attn: Daniel Clay

FURTHER SUBMITTERS:

Page 902	Dayna Swanberg	
Page 904	Austino	DCS
Page 908	Seventy-eight Hobsonville Limited and Prestige Clark Road Limited	Attn: Abu Hoque
Page 918	TDR Family Trust & CAR Family Trust & KW Ridley Family Trust Company Ltd	Attn: Craig Magee
Page 924	CDL Land NZ Limited	Attn: Douglas Allan
Page 934	Royal Forest and Bird Protection Society of New Zealand Inc	Attn: Nicholas Beveridge
Page 946	Charles Ku	Attn: Peter Hall
Page 958	Tim and Stephanie Woodward	

Page 961	New Zealand Transport Agency	Attn: Lorraine Houston
Page 966	Auckland Transport	Attn: Liam Winter
Page 971	Nicola Flemming	
Page 975	Rebecca Dawe	
Page 977	Mark and Sherrie Dawe	
Page 985	Kristina Dobson	
Page 987	Stride Holdings Limited	Attn: Bianca Tree
Page 997	Ryan Dobson	
Page 999	Cabra Developments Limited	Attn: Hannah Edwards
Page 1012	Mario Walsh	
Page 1014	Katherine McCallum	
Page 1016	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen	Attn: Nigel Hosken
Page 1021	New Zealand Defence Force	Attn: Rebecca Davies
Page 1033	Neil Construction Limited	Attn: Phil Ainsworth

ATTACHMENT 5

RECOMMENDED CHANGES TO PROPOSED PLAN CHANGE 5

Appendix 5 – Recommended changes to Proposed Plan Change 5

The recommended changes to I616 Whenuapai 3 Precinct are shown in underline and ~~strike through~~. The text is annotated with submission points in red that provide scope for the recommended changes. However in some instances there may be other submission points that also provide scope.

Other recommended text changes to PPC5 are shown in red.

There are also recommended zoning changes shown in Appendix 6.

Addition to Chapter I Precincts West

I616. Whenuapai 3 Precinct

I616.1. Precinct Description

The Whenuapai 3 Precinct is located approximately 23 kilometres northwest of central Auckland. Development in the Whenuapai 3 Precinct will enable an increase in housing capacity and provide employment opportunities through the efficient use of land and infrastructure.

The purpose of the precinct is for the area to be developed as a liveable, compact and accessible community with a mix of high quality residential and employment opportunities, while taking into account the natural environment and the proximity of Whenuapai Airbase.

Development of this precinct is directed by Whenuapai 3 Precinct Plans 1, 2 and 3.

Whenuapai 3 Precinct Plan 1 shows:

- indicative open space, esplanade reserves and coastal esplanade reserves;
- the permanent and intermittent stream network, including streams wider than three metres, and wetlands; and **[22.11]**
- the Whenuapai 3 coastal erosion setback yard.

Whenuapai 3 Precinct Plan 2 shows:

- indicative new roads and intersections;
- proposed upgrades to existing roads and intersections; ~~and~~
- ~~development areas for transport infrastructure.~~ **[consequential to amendments in response to 42.9 and 42.10]**

Whenuapai 3 Precinct Plan 3 shows:

- aircraft engine testing noise boundaries from engine testing activity at Whenuapai Airbase.

Integration of Subdivision and Development with Infrastructure

The comprehensive and coordinated approach to subdivision, use and development outlined in the precinct reflects the size and significant amount of infrastructure required to enable subdivision and development. Funding of all required infrastructure is critical to achieving the integrated management of the precinct. The primary responsibility for funding of local infrastructure lies with the applicant for subdivision and/or development. The council may work with developers to agree development funding agreements for the provision of infrastructure, known as Infrastructure Funding Agreements. These agreements define funding accountabilities, who delivers the works, timings and securities, amongst other matters.

Transport

~~Whenuapai 3 Precinct is split into five areas, 1A-1E, based on the local transport infrastructure upgrades required to enable the transport network to support development~~

in the precinct areas. These upgrades are identified in Table I616.6.2.1, and These upgrades are required to be in place prior to development going ahead. The cost of these transport infrastructure upgrades are to be proportionally shared across ~~each area~~ the precinct as development progresses. **[Consequential to amendments in response to 42.9 and 42.10]** If these upgrades are not in place prior to development occurring developers are able to provide an alternative measure for the provision of the upgrade works. This may include an agreement with the council to ensure that the local share of the upgrade works attributable to the development is provided for. This could include an Infrastructure Funding Agreement or some alternative funding mechanism.

Where there is an Auckland Transport project to provide the new or upgraded roads, developers may be required to contribute to it in part. Where a development proceeds ahead of an Auckland Transport project, the developer is required to work with Auckland Transport to ensure that the Auckland Transport project(s) is not precluded by the development.

Neighbourhood Centre

A neighbourhood centre is proposed on the corner of Hobsonville Road and the proposed realigned Trig Road. Service access and staff parking are provided at the rear of the development to encourage the continuity of retail frontages. Pedestrian linkage to the centre is provided at the intersection of Hobsonville Road and the realigned Trig Road.

Stormwater Management

~~Stormwater management within the precinct is guided by the Whenuapai 3 Precinct Stormwater Management Plan (2017). This assessment has identified that t~~The streams and coastal waters within the precinct are degraded and sensitive to changes in land use and stormwater flows. **[19.25]** As part of the stormwater management approach, stormwater treatment requirements and the stormwater management area control – Flow 1 have been applied to the precinct. Sedimentation effects from land disturbance during construction are addressed by Standard E11.6.2(2) requiring implementation of best practice erosion and sediment control measures for all permitted land disturbance activities. **[22.10]**

Coastal Erosion Risk

The precinct area includes approximately 4.5 km of cliffed coastline. The precinct manages an identified local coastal erosion risk based on the area's geology and coastal characteristics. A coastal erosion setback yard is used to avoid locating new buildings in identified areas of risk.

Biodiversity

The North-West Wildlink aims to create safe, connected and healthy habitats for native wildlife to safely travel and breed in between the Waitakere Ranges and the Hauraki Gulf Islands. The precinct recognises that Whenuapai is a stepping stone in this link for native wildlife and provides an ability to enhance these connections through riparian planting.

Open Space

An indicative public open space network to support growth in the precinct is shown on Whenuapai 3 Precinct Plan 2. This will generally be acquired at the time of subdivision. A network of public open space, riparian margins and walking and cycling connections is proposed to be created as development proceeds. Development is encouraged to positively respond and interact with the proposed network of open space areas.

Reverse Sensitivity Effects on Whenuapai Airbase

The Whenuapai Airbase is located at the northern edge of the Whenuapai 3 Precinct boundary. While the airbase is outside of the precinct boundary it contributes to the precinct's existing environment and character. The airbase is a defence facility of national and strategic importance. Operations at the airbase include maritime patrol, search and rescue, and transport of personnel and equipment within New Zealand and on overseas deployments. Most of the flying activity conducted from the airbase is for training purposes and includes night flying and repetitive activity.

The precinct manages lighting to ensure safety risks and reverse sensitivity effects on the operation and activities of the airbase are avoided, remedied or mitigated.

Any future subdivision, use and development within the precinct will need to occur in a way that does not adversely effect on the ongoing operation of the airbase.

Aircraft Engine Testing Noise

The aircraft that operate out of Whenuapai Airbase are maintained at the airbase. Engine testing is an essential part of aircraft maintenance. Testing is normally undertaken between 7am and 10pm but, in circumstances where an aircraft must be prepared on an urgent basis, it can be conducted at any time and for extended periods.

Whenuapai 3 Precinct Plan 3 shows 57 dB L_{dn} and 65 dB L_{dn} noise boundaries for aircraft engine testing noise. The noise boundaries recognise that engine testing is an essential part of operations at Whenuapai Airbase and require acoustic treatment for activities sensitive to noise to address the potential reverse sensitivity effects that development within the precinct could have on those operations.

Zoning

The zoning of the land within this precinct is Residential – Single House, Residential – Mixed Housing Urban, Residential – Terrace Housing and Apartment Buildings, Business – Light Industry, Business – Neighbourhood Centre, Open Space – Informal Recreation, Open Space – Conservation and Special Purpose – Airports and Airfields zones.

The relevant overlays, Auckland-wide and zone provisions apply in this precinct unless otherwise specified in this precinct.

I616.2. Objectives

- (1) Subdivision, use and development in the Whenuapai 3 Precinct is undertaken in a comprehensive and integrated way to provide for a compatible mix of residential living and employment opportunities while recognising the ongoing operation and strategic importance of Whenuapai Airbase. [41.11]

- (2) Subdivision, use and development achieves a well-connected, safe and healthy environment for living and working with an emphasis on the public realm including parks, roads, walkways and the natural environment.

Integration of Subdivision and Development with the Provision of Infrastructure

- (3) Subdivision and development does not occur in advance of the availability of transport infrastructure, including regional and local transport infrastructure.
- (4) The adverse effects, including cumulative effects, of subdivision and development on existing and future infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area.
- (5) Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks for the wider Whenuapai 3 Precinct area.

Transport

- (6) Subdivision and development implements the transport network connections and elements as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.

Development in the Neighbourhood Centre Zone

- (7) Development in the Neighbourhood Centre Zone:
 - (a) is coordinated and comprehensive;
 - (b) has active frontages facing the street; and
 - (c) promotes pedestrian linkages.

Stormwater Management

- (8) Through subdivision, use and development, implement a stormwater management approach that:
 - (a) is integrated across developments;
 - (b) avoids new flood risk;
 - (c) mitigates existing flood risk;
 - (d) protects and enhances the ecological values of the receiving environment;
[22.22]
 - (e) seeks to mimic and protect natural processes; and
 - (f) integrates with, but does not compromise the operation of, the public open space network.

Coastal Erosion Risk

- (9) New development does not occur in areas identified as subject to coastal erosion, taking into account the likely long-term effects of climate change.

Biodiversity

- (10) Subdivision, use and development enhance the coastal environment, biodiversity, water quality, and ecosystem services of the precinct, the Waiarohia and the Wallace Inlets, and their tributaries.

Open Space

- (11) Subdivision, use and development enable the provision of a high quality and safe public open space network that integrates stormwater management, ecological, amenity, and recreation values.

~~Reverse Sensitivity Effects on Whenuapai Airbase~~

- (12) The ~~lighting~~ effects of subdivision, use and development on the operation and activities of Whenuapai Airbase are avoided, as far as practicable or otherwise remedied or mitigated. [41.13]

Aircraft Engine Testing Noise

- (13) The adverse effects of aircraft engine testing noise on activities sensitive to noise are avoided, remedied or mitigated at the receiving environment.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I616.3. Policies

- (1) Require subdivision, use and development to be integrated, coordinated and in general accordance with the Whenuapai 3 Precinct Plans 1 and 2.
- (2) Encourage roads that provide for pedestrian and cycle connectivity alongside riparian margins and open spaces.
- (3) Encourage high quality urban design outcomes by considering the location and orientation of buildings in relation to roads and public open space.

Integration of Subdivision and Development with the Provision of Infrastructure

- (4) Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport infrastructure network within the precinct, and with the wider transport network.
- (5) Avoid, remedy or mitigate the adverse effects, including cumulative effects, of subdivision and development on the existing and future infrastructure required to support the Whenuapai 3 Precinct.

- (6) Require the provision of infrastructure to be proportionally shared across the precinct.
- (7) ~~Require subdivision and development to provide the local transport network infrastructure necessary to support the development of the areas 1A-1E shown in Whenuapai 3 Precinct Plan 2.~~ [36.26]

Transport

- (8) Require the provision of new roads and upgrades of existing roads as shown on Whenuapai 3 Precinct Plan 2 through subdivision and development, with amendments to the location and alignment of collector roads ~~only~~ allowed where the realigned road will provide an equivalent transport function. [34.11]

Development in the Neighbourhood Centre Zone

- (9) Ensure development in the neighbourhood centre zone maximises building frontage along Hobsonville Road and the realigned Trig Road by:
 - (a) avoiding blank walls facing the roads;
 - (b) providing easily accessible pedestrian entrances on the road frontages;
 - (c) maximising outlook onto streets and public places;
 - (d) providing weather protection for pedestrians along the road frontages;
 - (e) providing service access and staff parking away from the frontages; and
 - (f) providing car parking and service access behind buildings, with the exception of kerbside parking.
- (10) Ensure all development in the Neighbourhood Centre Zone is consistent with the layout of the Trig Road realignment as shown on Whenuapai 3 Precinct Plan 2.
- (11) Limit the number of vehicle access points from the Neighbourhood Centre Zone onto Hobsonville Road and the Trig Road realignment to ensure safe and efficient movement of vehicles and pedestrians.

Stormwater Management

- (12) Require subdivision and development within the Whenuapai 3 Precinct to:
 - (a) apply an integrated stormwater management approach;
 - (b) ~~manage stormwater diversions and discharges~~ treat stormwater runoff at-source to enhance the quality of freshwater systems and coastal waters; ~~and~~ [8.5]
 - (c) ~~be consistent with the requirements of the Whenuapai 3 Precinct Stormwater Management Plan (2017) and any relevant stormwater discharge consent.~~ [19.25]

(13) Require development to:

- (a) avoid locating new buildings in the 1 per cent annual exceedance probability (AEP) floodplain;
- (b) avoid increasing flood risk; and
- (c) mitigate existing flood risk where practicable.

(14) Ensure stormwater outfalls are appropriately designed, located and managed to avoid or mitigate adverse effects on the environment, including:

- (a) coastal or stream bank erosion;
- (b) constraints on public access;
- (c) amenity values; and
- (d) constraints on fish passage into and along river tributaries.

Coastal Erosion Risk

(15) Avoid locating new buildings on land within the Whenuapai 3 coastal erosion setback yard.

(16) Avoid the use of hard protection structures to manage coastal erosion risk in the Whenuapai 3 coastal erosion setback yard.

Biodiversity

(17) Recognise the role of riparian planting in the precinct to support the ecosystem functions of the North-West Wildlink.

(18) Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings ~~take the shortest route~~ are constructed perpendicular to the channel to minimise or mitigate freshwater habitat loss.

[22.28]

(19) Require, at the time of subdivision and development, riparian planting of appropriate native species along the edge of permanent and intermittent streams and wetlands to:

- (a) provide for and encourage establishment and maintenance of ecological corridors through the Whenuapai area;
- (b) maintain and enhance water quality and aquatic habitats;
- (c) enhance existing native vegetation and wetland areas within the catchment; and
- (d) reduce stream bank erosion.

Open Space

- (20) Require the provision of open space as shown on Whenuapai 3 Precinct Plan 1 through subdivision and development, unless the council determines that the indicative open space is no longer required or fit for purpose.
- (21) ~~Only a~~ Allow amendments to the location and alignment of the open space where the amended open space can be demonstrated to achieve the same size and the equivalent functionality. [36.30]

~~*Reverse Sensitivity Effects on Whenuapai Airbase*~~ [41.20]

- (22) Require subdivision, use and development within the Whenuapai 3 Precinct to avoid, remedy or mitigate any adverse effects, including reverse sensitivity effects and safety risks relating to lighting, glare and reflection, on the operation and activities of Whenuapai Airbase.
- (23) Require the design of roads and associated lighting to be clearly differentiated from runway lights at Whenuapai Airbase to provide for the ongoing safe operation of the airbase.

Aircraft Engine Testing Noise

- (24) Avoid the establishment of new activities sensitive to noise within the 65 dB L_{dn} aircraft engine testing noise boundary shown on Whenuapai 3 Precinct Plan 3.
- (25) Avoid establishing residential and other activities sensitive to noise within the area between the 57 dB L_{dn} and 65 dB L_{dn} aircraft engine testing noise boundaries as shown on Whenuapai 3 Precinct Plan 3, unless the noise effects can be adequately remedied or mitigated at the receiving site through the acoustic treatment, including mechanical ventilation, of buildings containing activities sensitive to noise.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I616.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I616.4.1 Activity table below.

Table I616.4.1 specifies the activity status of land use and subdivision activities in the Whenuapai 3 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991.

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.

Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct

Activity		Activity status
Subdivision		
(A1)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A2)	Subdivision that does not comply with Standard I616.6.2 Transport infrastructure requirements	NC
(A3)	Subdivision that complies with Standard I616.6.2 Transport infrastructure requirements, but not complying with any one or more of the other standards contained in Standards I616.6	D
Coastal protection structures		
(A4)	Hard protection structures	D
(A5)	Hard protection structures located within the Whenuapai 3 coastal erosion setback yard	NC
Stormwater outfalls		
(A6)	Stormwater outfalls and associated erosion and protection structures located within the Whenuapai 3 coastal erosion setback yard identified in Table I616.6.5.1	RD
Use and development		
(A7)	Activities listed as permitted or restricted discretionary activities in Table H3.4.1 Activity table in the Residential – Single House Zone	
(A8)	Activities listed as permitted or restricted discretionary activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone	
(A9)	Activities listed as permitted or restricted discretionary activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone	
(A10)	Activities listed as permitted or restricted discretionary activities in Table H12.4.1 Activity table in the Business – Neighbourhood Centre Zone	
(A11)	Activities listed as permitted or restricted discretionary activities in Table H17.4.1 Activity table in the Business – Light Industry Zone	

(A12)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Informal Recreation	
(A13)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Conservation	
(A14)	Any structure located on or abutting an indicative road identified in the Whenuapai 3 Precinct Plan 2, unless an alternative road alignment has been approved by a resource consent	RD [24.6 and 24.8]
(A15)	Activities not otherwise provided for	D
(A16)	Activities that comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries; but do not comply with any one or more of the other standards contained in Standards I616.6	D
(A17)	Activities that do not comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries 	NC
(A18)	New activities sensitive to noise within the 65 dB L _{dn} noise boundary shown on Whenuapai 3 Precinct Plan 3	Pr

I616.5. Notification

- (1) Any application for resource consent for an activity listed in Table I616.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding 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).

I616.6. Standards

- (1) The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table I616.4.1 Activity table in this precinct unless specified in Standard I616.6(2) below.
- (2) The following overlay, Auckland-wide or zone standards do not apply to activity (A1) listed in Table I616.4.1 Activity table for land in the Whenuapai 3 coastal setback yard identified in Whenuapai 3 Precinct Plan 1:
 - (a) Standard E38.7.3.4 Subdivision of land in the coastal erosion hazard area

- (3) Activities listed in Table I616.4.1 Activity table must comply with the specified standards in I616.6.1 – I616.6.11.

I616.6.1. Compliance with Whenuapai 3 Precinct Plans

- (1) Activities must comply with Whenuapai 3 Precinct Plan 1 and Whenuapai 3 Precinct Plan 2.
- (2) Activities not meeting Standard I616.6.1(1) must provide an alternative measure that will generally align with, and not compromise, the outcomes sought in Whenuapai 3 Precinct Plans 1 and 2.

I616.6.2. Transport infrastructure requirements

- (1) All subdivision and development must meet its proportional share of ~~local~~ transport infrastructure works as identified in Table I616.6.2.1 below unless otherwise provided for by (2) and (3) below. **[42.10]**
- (2) Where the applicant, in applying for resource consent, cannot achieve or provide the required ~~local~~ transport infrastructure work identified in Table I616.6.2.1 below, alternative measure(s) to achieve the outcome required must be provided. **[42.10]**
- (3) The applicant and the council must agree the alternative measure(s) to be provided as part of the application and provide evidence of this agreement in writing as part of the application for resource consent.

Table I616.6.2.1 ~~Local~~ Transport infrastructure requirements **[42.9]**

Areas	Local <u>Transport</u> infrastructure required
1A	New collector roads extending west from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	New collector roads extending east from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	Signalisation at the new intersection of Trig Road, Luckens Road and Hobsonville Road.
	Formation and signalisation of the intersection at the location of the new collector road and Trig Road as indicatively shown on Precinct Plan 2.
	Upgrade of the intersection at Trig Road and the State Highway 18 off ramp.
1B	Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including: <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision.
	Formation and signalisation of the intersection at the location of the new collector road and Brigham Creek Road as indicatively shown on Precinct Plan 2.
1C	Addition of a fourth leg to the Brigham Creek Road and Kauri Road intersection.
	New collector road from the Brigham Creek Road and Kauri Road intersection westwards to the boundary of the Stage 1C area as indicatively shown on Precinct Plan 2.
1D	Road stopping of Sinton Road to the west of 18 Sinton Road, and replacement with a new collector road from Sinton Road to Kauri Road as

Areas	Local transport infrastructure required
	indicatively shown on Precinct Plan 2.
	New collector road crossing State Highway 18 connecting Sinton Road to Sinton Road East as indicatively shown on Precinct Plan 2.
	New collector roads as indicatively shown in Precinct Plan 2.
1E	New collector roads from Brigham Creek Road extending south into the Stage 1E area as indicatively shown in Precinct Plan 2.
	Formation and signalisation of the intersections of Brigham Creek Road with the new collector roads required as part of the Stage 1E area.
	Upgrade and signalisation of the intersection of Trig Road and Brigham Creek Road.
	New collector roads from Trig Road extending east into the Stage 1E area as indicatively shown in Precinct Plan 2.

[42.9]

1616.6.3. Stormwater management

- (1) Stormwater runoff from new development must not cause the 1 per cent annual exceedance probability (AEP) floodplain to rise above the floor level of an existing habitable room or increase flooding of an existing habitable room on any property.
- (2) All new buildings must be located outside of the 1 per cent AEP floodplain and overland flow path.
- (3) Stormwater runoff from impervious areas totalling more than 1,000m² associated with any subdivision or development proposal must be:
 - (a) treated at-source by a stormwater management device or system that is sized and designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or [8.5]
 - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance.
- (4) All stormwater runoff from:
 - (a) commercial and industrial waste storage areas including loading and unloading areas; and
 - (b) communal waste storage areas in apartments and multi-unit developments

must be directed to a device that removes gross stormwater pollutants prior to entry to the stormwater network or discharge to water.
- (5) Stormwater runoff from impervious areas not directed to an approved stormwater management device (achieving either quality

treatment or hydrology mitigation in accordance with Stormwater management area control – Flow 1) must:

(a) achieve quality treatment on-site in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003) prior to disposal to the stormwater network; or

(b) use inert building materials. [19.30]

I616.6.4. Riparian planting

- (1) The riparian margins of a permanent or intermittent stream or a wetland must be planted to a minimum width of 10m measured from the top of the stream bank and/or the wetland's fullest extent.
- (2) Riparian margins must be offered to the council for vesting.
- (3) The riparian planting proposal must:
 - (a) include a plan identifying the location, species, planting bag size and density of the plants;
 - (b) use eco-sourced native vegetation where available;
 - (c) be consistent with local biodiversity;
 - (d) be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.
- (4) Where pedestrian and/or cycle paths are proposed, they must be located adjacent to, and not within, the 10m planted riparian area.
- (5) The riparian planting required in Standard I616.6.4(1) above must be incorporated into a landscape plan. This plan must be prepared by a suitably qualified and experienced person and be approved by the council.
- (6) The riparian planting required by Standard I616.6.4(1) cannot form part of any environmental compensation or offset mitigation package where such mitigation is required in relation to works and/or structures within a stream.

I616.6.5. New buildings within the Whenuapai 3 coastal erosion setback yard

- (1) New buildings must not be located within the Whenuapai 3 coastal erosion setback yard shown in Whenuapai 3 Precinct Plan 1. The widths of the yard are specified in Table I616.6.5.1 and is to be

measured from mean high water springs. This is to be determined when the topographical survey of the site is completed.

- (2) Alterations to existing buildings within the Whenuapai 3 coastal erosion setback yard must not increase the existing gross floor area.

Table I616.6.5.1 Whenuapai 3 coastal erosion setback yard

Area	Coastal erosion setback yard
A	41m
B	40m
C	26m
D	35m

I616.6.6. External alterations to buildings within the Whenuapai 3 coastal erosion setback yard

- (1) External alterations to buildings within the Whenuapai 3 coastal erosion setback yard identified in Standard I616.6.5 and Whenuapai 3 Precinct Plan 1 must not increase the existing gross floor area.

I616.6.7. Subdivision of land in the Whenuapai 3 coastal erosion setback yard

- (1) Each proposed site on land in the Whenuapai 3 coastal erosion setback yard must demonstrate that all of the relevant areas/features below are located outside of the Whenuapai 3 coastal erosion setback yard:
 - (a) in residential zones and business zones - a shape factor that meets the requirements of Standard E38.8.1.1 Site shape factor in residential zones or Standard E38.9.1.1 Site shape factor in business zones;
 - (b) access to all proposed building platforms or areas; and
 - (c) on-site private infrastructure required to service the intended use of the site.

I616.6.8. Roads

- (1) Development and subdivision occurring adjacent to an existing road must upgrade the entire width of the road ~~adjacent to~~ from the property boundary of the site where subdivision and development is to occur, to the kerb on the opposite side of the road. [46.11]

- (2) Development and subdivision involving the establishment of new roads must:
 - (a) provide the internal road network within the site where subdivision and development is to occur; and
 - (b) be built through to the site boundaries to enable existing or future connections to be made with, and through, neighbouring sites; and
 - (c) provide a full arterial road width along any proposed new arterial alignment shown on Whenuapai 3 Precinct Plan 2 if the development is proceeding ahead of the arterial road. [42.12, 47.11 and 48.12]

I616.6.9. Development in the Neighbourhood Centre Zone

I616.6.9.1. Access

- (1) Vehicle accesses must not be located on that part of a site boundary located within 30m of the intersection of Hobsonville Road and the realigned Trig Road.
- (2) All development must provide pedestrian access that connects to the intersection of Hobsonville Road and the realigned Trig Road.

I616.6.9.2. Building frontage

- (1) Any new building must:
 - (a) front onto Hobsonville Road or the realigned Trig Road identified in Precinct Plan 2; and
 - (b) have a building frontage along the entire length of the site excluding vehicle and pedestrian access.

I616.6.9.3. Verandas

- (1) The ground floor of any building fronting Hobsonville Road and the realigned Trig Road must provide a veranda over the adjacent footpath along the full extent of the frontage, excluding vehicle access.
- (2) The veranda must:
 - (a) be contiguous with any adjoining building;
 - (b) have a minimum height of 3m and a maximum height of 4.5m above the footpath;
 - (c) have a minimum width of 2.5m; and
 - (d) be set back at least 600mm from the kerb.

I616.6.10. Development within the aircraft engine testing noise boundaries

- (1) Between the 57 dB L_{dn} and 65 dB L_{dn} noise boundaries as shown on Whenuapai 3 Precinct Plan 3, new activities sensitive to noise and alterations and additions to existing buildings accommodating activities sensitive to noise must provide sound attenuation and related ventilation and/or air conditioning measures:
 - (a) to ensure the internal environment of habitable rooms does not exceed a maximum noise level of 40 dB L_{dn} ; and
 - (b) that are certified to the council's satisfaction as being able to meet Standard I616.6.10(12)(a) by a person suitably qualified and experienced in acoustics prior to its construction; and *[error]*
 - (c) so that the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code Rule G4, or any equivalent standard which replaces it, with all external doors of the building and all windows of the habitable rooms closed.

I616.6.11. Lighting

- (1) No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:
 - (a) searchlights; or
 - (b) outside illumination of any structure or feature by floodlight that shines above the horizontal. *[34.20 and 41.28]*

I616.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I616.8. Assessment – restricted discretionary activities

I616.8.1. Matters of discretion

The council will restrict its discretion to all 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 overlay, Auckland-wide and zone provisions.

- (1) Subdivision and development:
 - (a) safety, connectivity, walkability, public access to the coast and a sense of place;
 - (b) location of roads and connections with neighbouring sites;
 - (c) functional requirements of the transport network, roads and different transport modes;

- (d) site and vehicle access, including roads, rights of way and vehicle crossings;
 - (e) location of buildings and structures;
 - (f) provision of open space; and
 - (g) provision of the required local transport infrastructure or an appropriate alternative measure.
- (2) Use and development in the Neighbourhood Centre Zone:
- (a) the design and location of onsite parking and loading bays; and
 - (b) building setbacks from Hobsonville Road and the realigned Trig Road.
- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
- (a) the effects of the erosion on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion.
- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
- (a) the effects on landscape values, ecosystem values, coastal processes, associated earthworks and landform modifications;
 - (b) the effects on land stability including any exacerbation of an existing natural hazard, or creation of a new natural hazard, as a result of the structure;
 - (c) the resilience of the structure to natural hazard events;
 - (d) the use of green infrastructure instead of hard engineering solutions;
 - (e) the effects on public access and amenity, including nuisance from odour;
 - (f) the ability to maintain or enhance fish passage; and
 - (g) risk to public health and safety.
- (5) Lighting associated with development, structures, infrastructure and construction.

I616.8.2. 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 overlay, Auckland-wide and zone provisions.

(1) Subdivision and development:

- (a) the extent to which any subdivision or development layout is consistent with and provides for the upgraded roads and new indicative roads shown on the Whenuapai 3 Precinct Plan 2;
- (b) the extent to which any subdivision or development provides for public access to the coast;
- (c) the extent to which any subdivision or development layout achieves a safe, connected and walkable urban form with a sense of place;
- (d) the extent to which any subdivision or development layout is consistent with and provides for the indicative open space shown within Whenuapai 3 Precinct Plan 1;
- (e) the extent to which any subdivision or development layout complies with the Auckland Transport Code of Practice or any equivalent standard that replaces it;
- (f) the extent to which any subdivision or development layout provides for the functional requirements of the existing or proposed transport network, roads and relevant transport modes;
- (g) the extent to which access to an existing or planned arterial road, or road with bus or cycle lane, minimises vehicle crossings by providing access from a side road, rear lane, or slip lane;
- (h) the extent to which subdivision and development provides for roads to the site boundaries to enable connections with neighbouring sites; and
- (i) whether an appropriate public funding mechanism is in place to ensure the provision of all required infrastructure. **[42.15]**

(2) Use and development in the Neighbourhood Centre Zone:

- (a) the extent to which staff car parking, loading spaces and any parking associated with residential uses is:
 - (i) located to the rear of the building; and
 - (ii) maximises the opportunity for provision of communal parking areas.
- (b) the extent to which building setbacks are minimised to ensure buildings relate to Hobsonville Road and the realigned Trig Road.

- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
- (a) the effects of the hazard on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion:
 - (i) whether public access to the coast is affected;
 - (ii) the extent to which the installation of hard protection structures to be utilised to protect the site or its uses from coastal erosion hazards over at least a 100 year timeframe are necessary; and
 - (iii) refer to Policy E38.3(2).
- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
- (a) the extent to which landscape values, ecological values and coastal processes are affected or enhanced by any works proposed in association with the structure(s);
 - (b) the extent to which site specific analysis, such as engineering, stability or flooding reports have been undertaken and any other information about the site, the surrounding land and the coastal marine area;
 - (c) the extent to which the structure(s) is located and designed to be resilient to natural hazards;
 - (d) the extent to which the proposal includes green infrastructure and solutions instead of hard engineering solutions;
 - (e) the extent to which public access and / or amenity values, including nuisance from odour, are affected by the proposed structure(s);
 - (f) the extent to which fish passage is maintained or enhanced by the proposed structure(s); and
 - (g) the extent to which adverse effects on people, property and the environment are avoided, remedied or mitigated by the proposal.
- (5) Lighting associated with development, structures, infrastructure and construction:
- (a) The effects of lighting on the safe and efficient operation of Whenuapai Airbase, to the extent that the lighting:
 - (i) avoids simulating approach and departure path runway lighting;
 - (ii) ensures that clear visibility of approach and departure path runway lighting is maintained; and
 - (iii) avoids glare or light spill that could affect aircraft operations.

I616.9. Special information requirements

(1) Riparian planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants.

(2) Permanent and intermittent streams and wetlands

All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

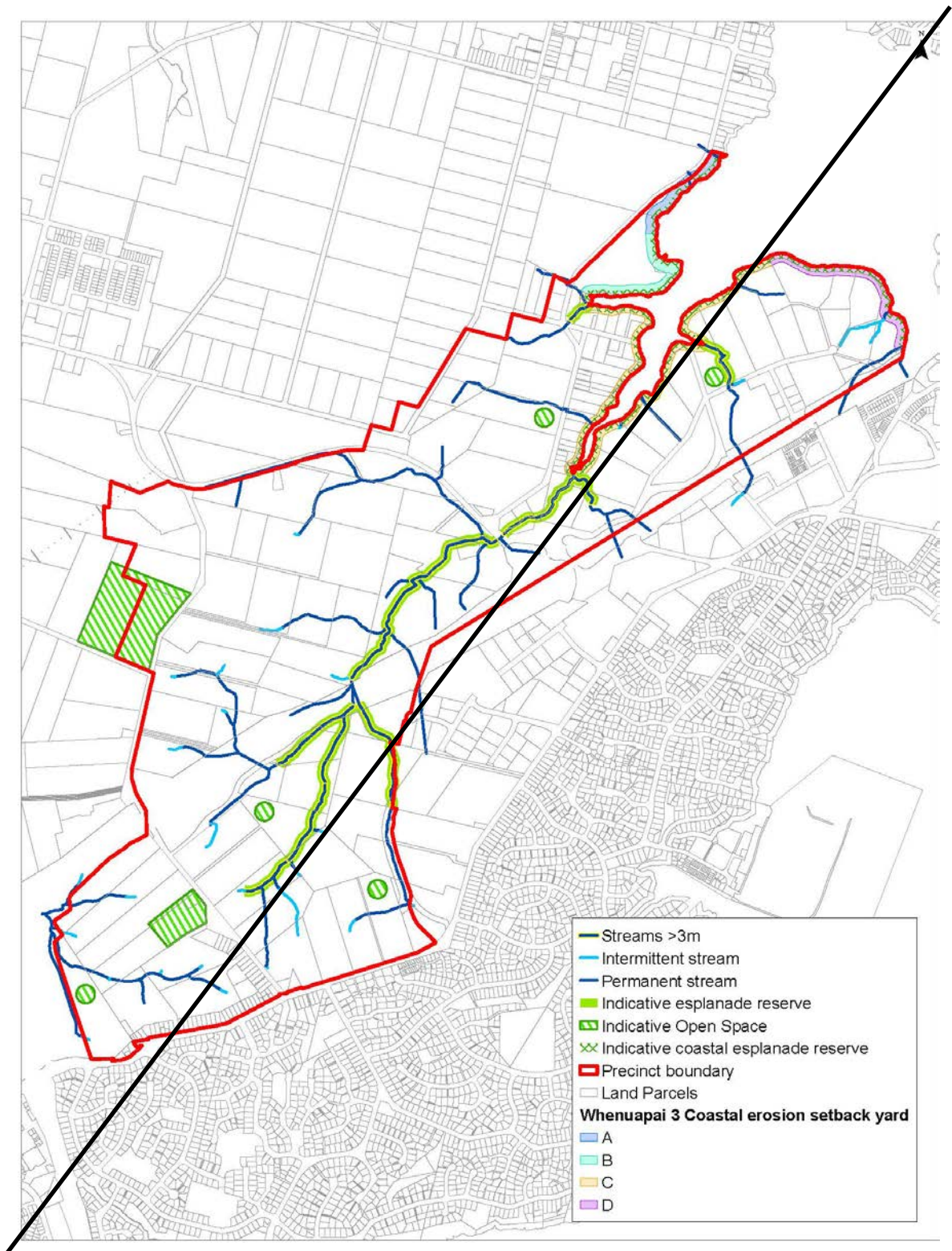
(3) Stormwater management

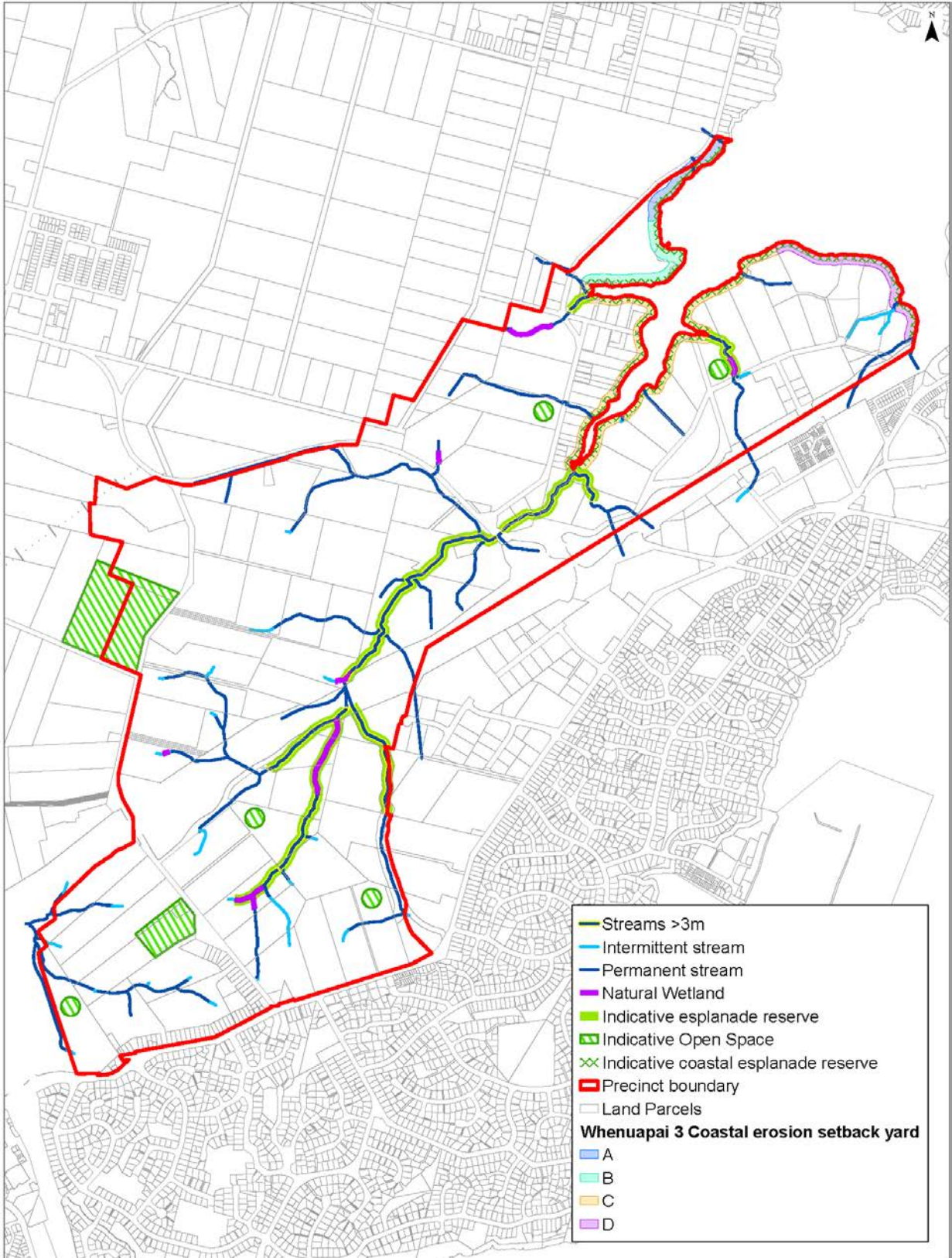
All applications for development and subdivision must include a plan demonstrating how stormwater management requirements will be met including:

- (a) areas where stormwater management requirements are to be met on-site and where they will be met through communal infrastructure;
- (b) the type and location of all public stormwater network assets that are proposed to be vested in council;
- (c) consideration of the interface with, and cumulative effects of, stormwater infrastructure in the precinct.

I616.10. Precinct plans

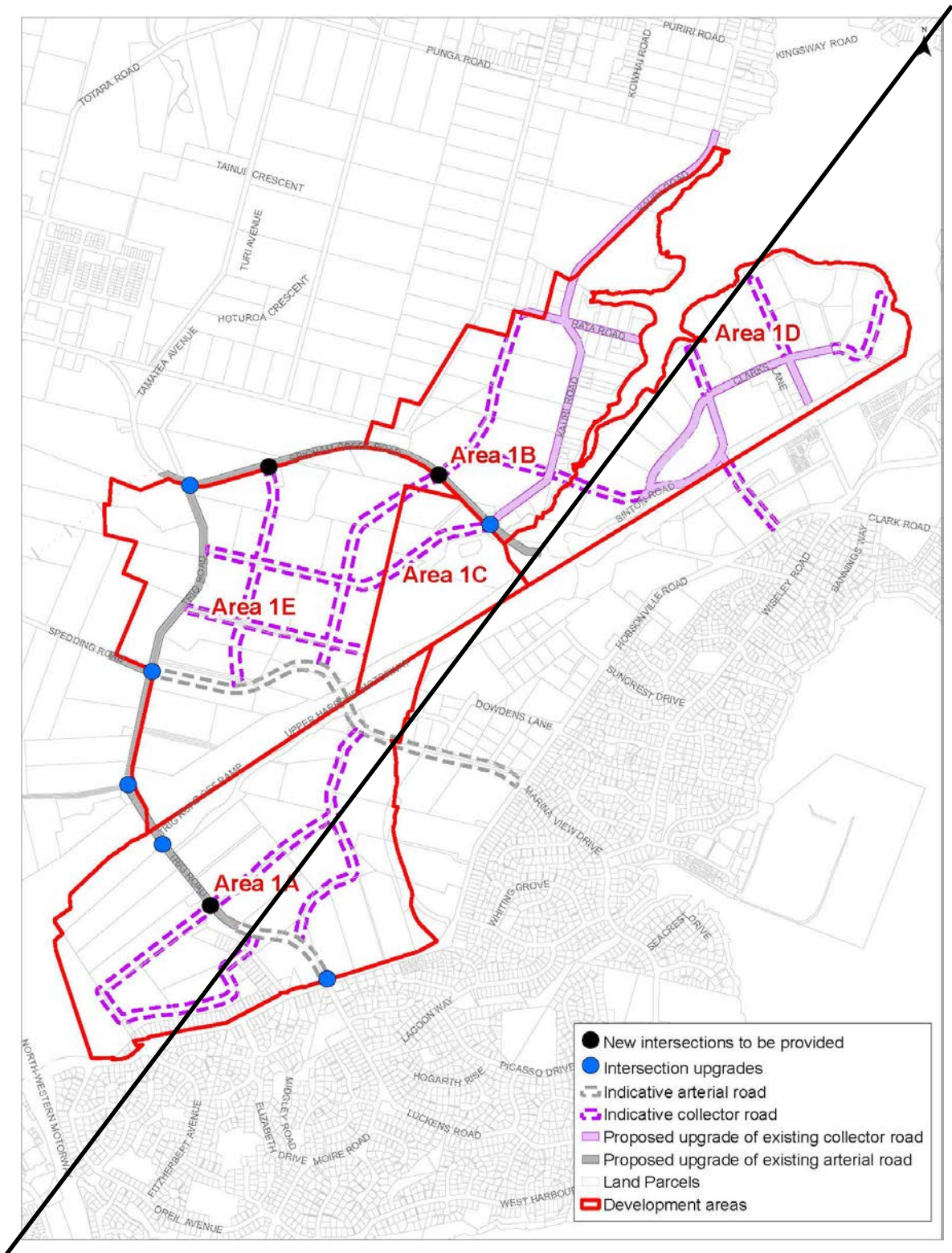
I616.10.1. Whenuapai 3 Precinct Pan 1

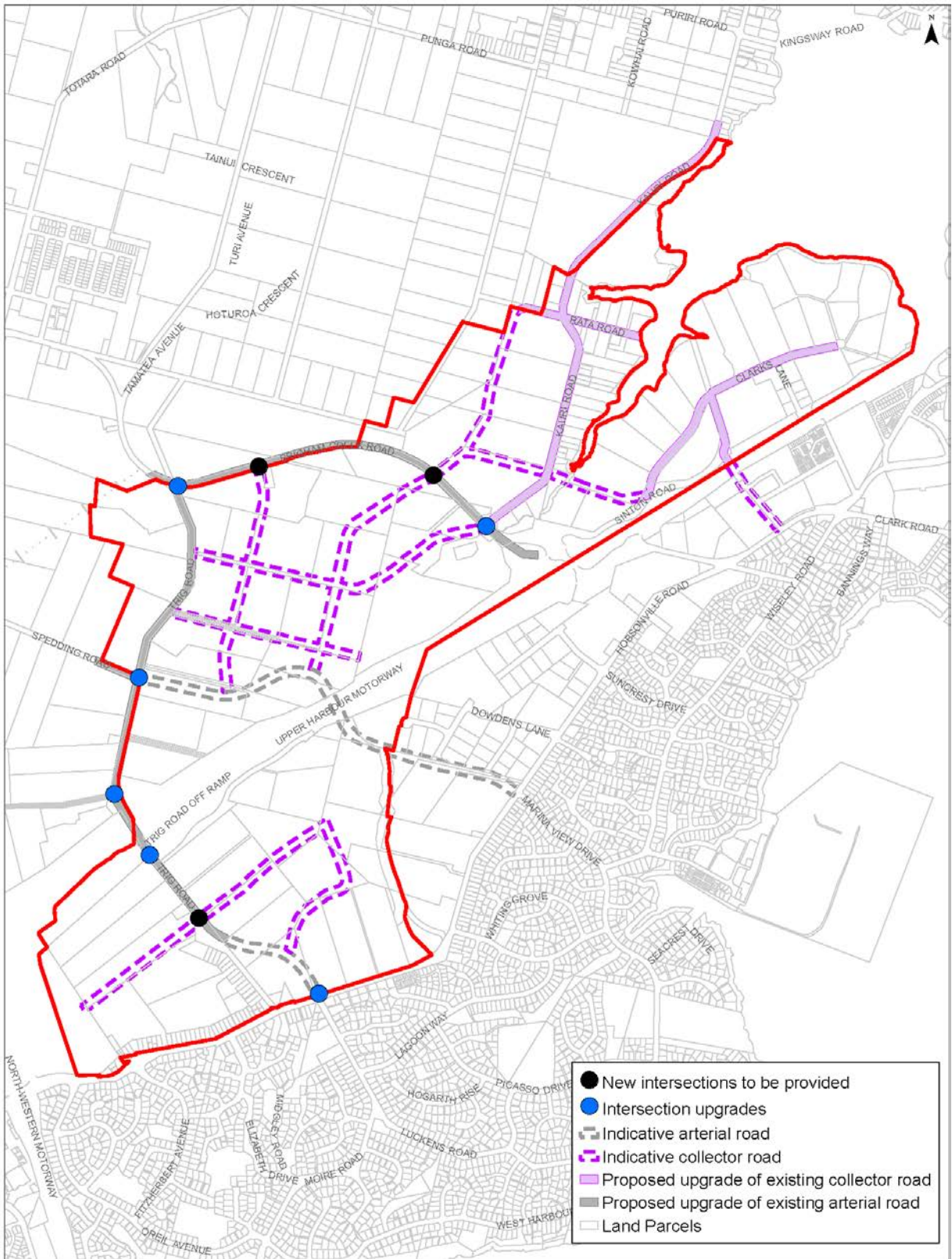




[22.11, 22.12, 22.43]

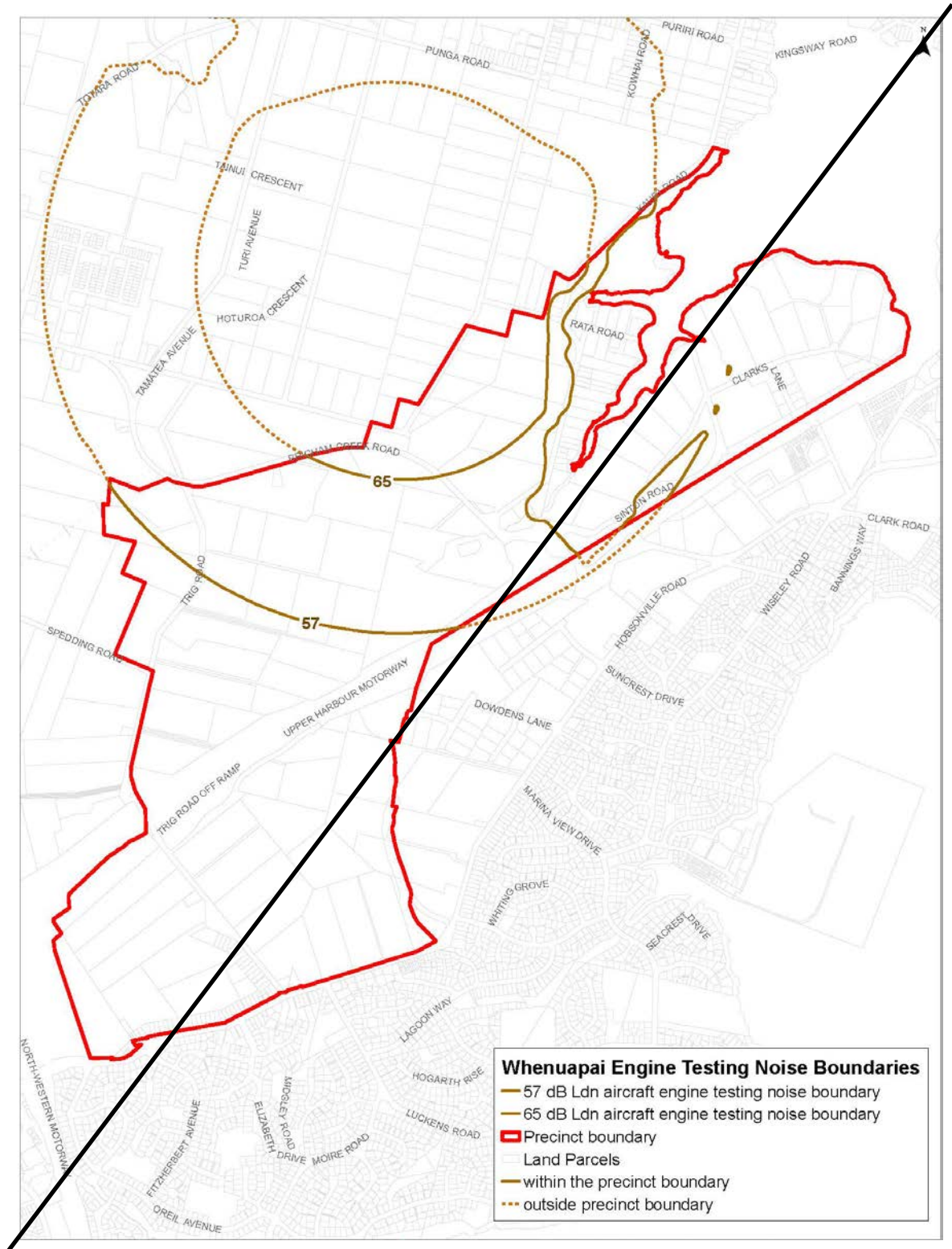
I616.10.2. Whenuapai 3 Precinct Plan 2

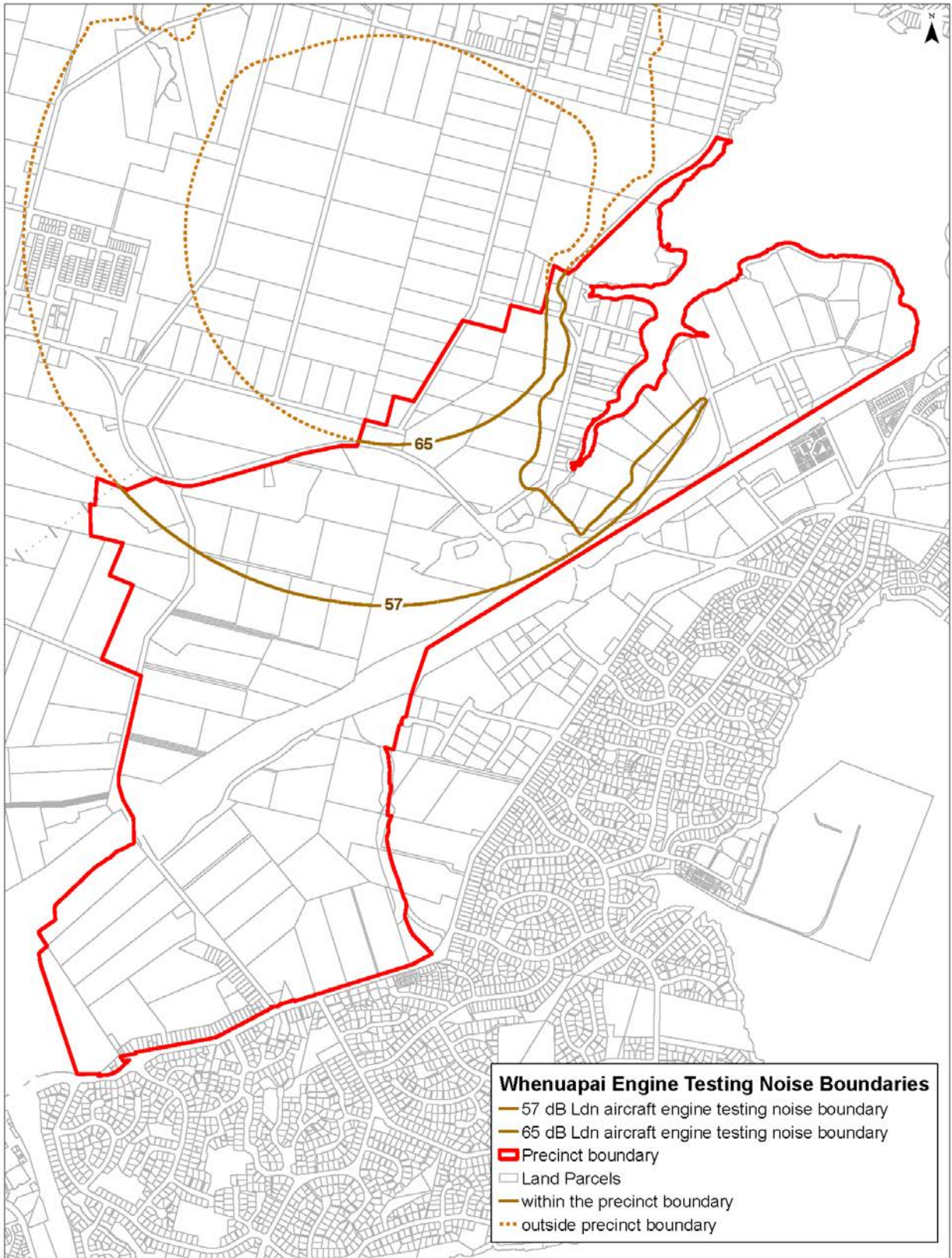




[21.5, 21.6, 26.4, 26.5, 26.6, 29.3, 29.4, 29.5, 29.6, 32.4, 32.5, 32.6, 33.4, 33.5, 33.6, 35.2, 48.8, 48.9]

I616.10.3. Whenuapai 3 Precinct Plan 3





[41.9]

Addition to Schedule 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
02784	Whenuapai heavy anti-aircraft battery	4 Spedding Road and 92 Trig Road, Whenuapai	Lot 17 DP 62344; Lot 16 DP62344	B	Gun emplacements and command post	A,H	Refer to planning maps			

Deletion of existing schedule entries from 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00135	Worker's Dwelling	9 Clarks Lane, Hobsonville	LOT 4 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00246	Worker's Residence	5 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00247	Worker's Residence	4 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00248	Worker's Residence	6 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00249	Worker's Residence	10 Clarks Lane, Hobsonville		B		A,B,F,H	Refer to planning maps	Interior of building(s)		

Addition to Schedule 14.1 Schedule of Historic Heritage – Table 2 Areas

ID	Area Name and/or Description	Verified Location	Known Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02783	Clarks Lane Historic Heritage Area	Clarks Lane, Hobsonville	A,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.13	Stand-alone accessory buildings or garages built after 1940; former church 7 Clarks Lane (Lot 5 DP 411781)

Addition to Schedule 14.2

14.2.13 Clarks Lane Historic Heritage Area

Statement of significance

The dwellings at 3 to 10 Clarks Lane are located in Hobsonville, an area to the north-west of the Auckland Central Business District. Clarks Lane is situated on the north-western edge of the suburb, close to the adjacent district of Whenuapai and the Waiarohia Inlet. Clarks Lane runs in a north-south orientation and prior to 2008 had access southwards via Ockleston Road to connect with Hobsonville Road. Following the construction of State Highway 18 the lane became a cul-de-sac. The lane is narrow, with road markings only to denote the edge of the carriageway; it has a wide road reserve and no footpath, all of which contribute to its rural amenity and aesthetic. These physical attributes of the road are important to the understanding of its history as a rural lane servicing a small grouping of residences. The position of the cottages on either side of the road creates a balance of housing through the lane. The carriageway, road reserve and building positions are therefore contributing features of the Clarks Lane Historic Heritage Area and are important aspects of the Historic Heritage Area's context.

The group of workers' residences on Clarks Lane have considerable historical value as they reflect an important aspect of local and regional history, the private construction of accommodation for pottery and brickworks industry employees. The remaining cottages and foreman's villa represent some of the first privately established workers' accommodation still extant in the region. The cottages are also some of the earliest remaining examples of their type in the locality, representing an early period of development in the area. The Clarks Lane Historic Heritage Area has further significance for its association with the Clark family, specifically R.O. Clark II, R.O. Clark III and his brother, T.E. Clark. The Clark family were some of the first European settlers to the area and made a significant contribution to the history of the locality. The Clarks donated land for the erection of a number of community buildings including the first church and school in Hobsonville.

The dwellings play an important role in defining the distinctiveness of the Hobsonville community by representing the area's early history and as a legacy of the Clark family. The Historic Heritage Area is an important grouping of buildings that demonstrates a way of life that is now less common by representing the locality's reliance upon local employment and effort of a local company to provide affordable and convenient housing. As a group of dwellings of a similar design and style, they have considerable value as a remnant of the early settlement period and architectural development of Hobsonville. The type and style of the Clarks Lane cottages and villa are a good representative example of the pattern of development, street layout, building height, massing and scale that is demonstrative of purpose-built workers' housing. Based on those physical attributes visible from the public realm, the dwellings have considerable value for their existing physical qualities and as representative examples of their type and period within the locality.

The cottages and villa all exemplify a past aesthetic taste that is distinctive in the Hobsonville locality. The Clarks Lane dwellings have moderate aesthetic value for the widespread emotional response they evoke as a group for their picturesque qualities. Further aesthetic appeal is derived from the relationship of the places to their setting, which reinforces the quality of both.

The former Brighams Creek church at 7 Clarks Lane (relocated to the lane in circa 2009) does not detract from the overall aesthetic of the lane. It is attributable to a similar architectural and historical period as the cottages, and the original portion is an example of an attractive, modest structure evocative of the small late nineteenth/early twentieth century church buildings that express the vernacular style of New Zealand's ecclesiastical architecture. The former church has a limited contribution to, and association with, the values for which the Historic Heritage Area is significant. For this reason, it is identified as a non-contributor within the Historic Heritage Area and will remain individually scheduled.

The dwellings have considerable contextual value as a group of workers' residences along Clarks Lane, that when taken together, have coherence due to their history, age, street-fronting orientation and scale; forming part of the historical and cultural complex of the locality. The cottages at 3, 4, 5, 6 and 10 Clarks Lane are characterised by their compact size and single storey height. From a social lens, this is reflective of their original use as accommodation for workers. The roof form of the cottages at 3, 4, 5, 6 and 10 Clarks Lane is an asymmetrical side-gable with a subservient, lower pitched lean-to at the rear. The foreman's villa at 9 Clarks Lane is the largest of the workers' residences and is an example of the common villa typology prevalent at the beginning of the twentieth century. The villa's setback, size, square plan, hipped roof and central gutter differentiate it from the other workers' cottages. The larger size and distinct form of the villa reflects the higher professional standing of the pottery foreman.

The dwellings originally had corbelled brick chimneys, and open verandahs along the front (street-facing) elevation. Several dwellings retain either, or both of these attributes that are important physical and aesthetic features. The front elevations are also characterised by a central entrance door, framed on either side by four-pane sash windows. Paint-finished timber cladding and fenestration, and iron or steel roofing are key material characteristics that illustrate the traditional qualities of the dwellings. Some dwellings have replaced the original timber fenestration with aluminium joinery.

The immediate setting of the dwellings is an important aspect to the understanding of their context, demonstrated by the layout and amenity of the lane. The sites have large open sections with little front boundary fencing (i.e.: no more than 1.2 metres in height and visually permeable) and consistent (approximately 10 metres) setbacks which are intact key features of their rural setting. These are tangible reminders of the coherence of the workers' housing legibility.

Map 14.2.13.1: Clarks Lane Historic Heritage Area



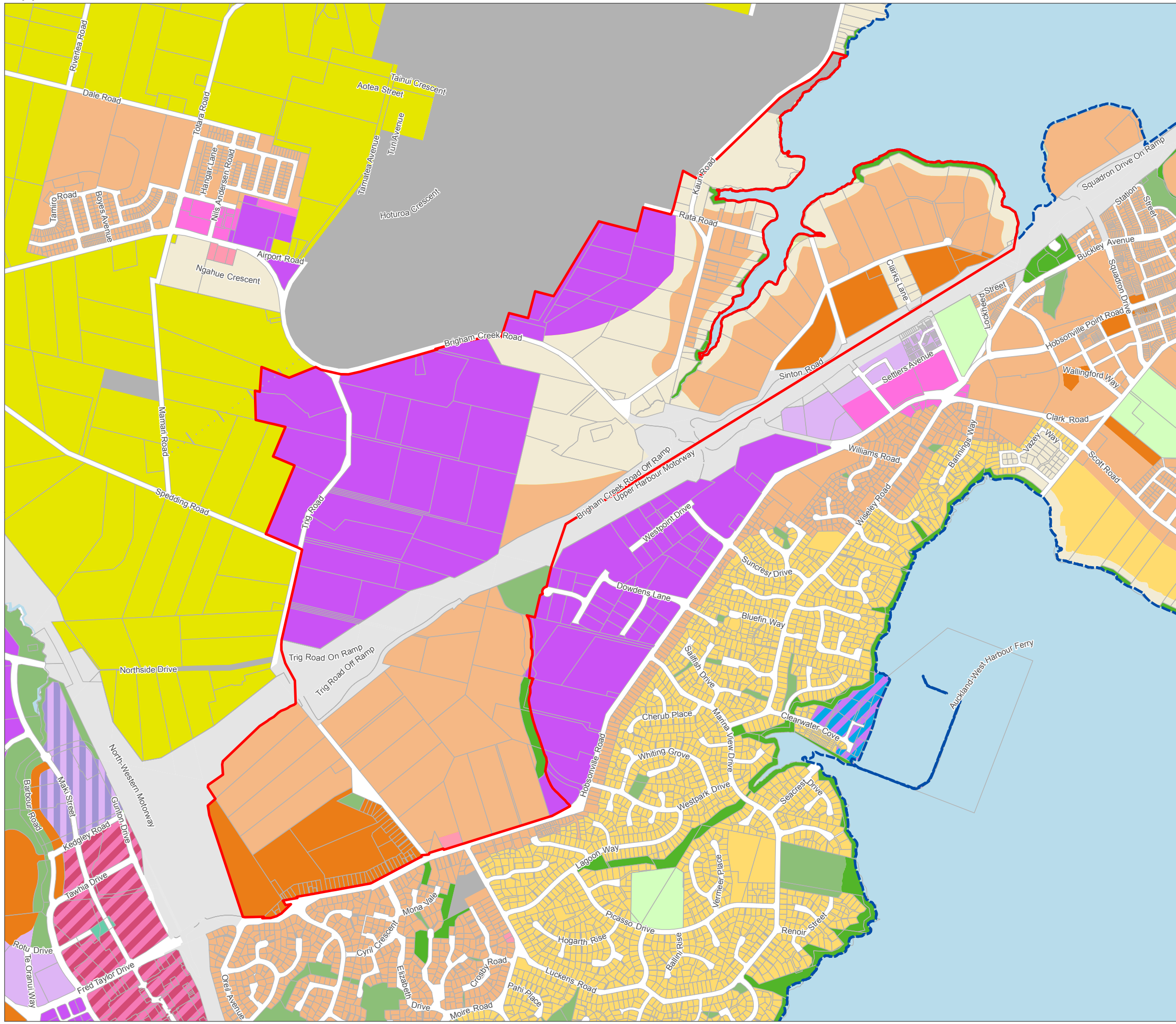
Addition to Appendix 17

I616 Whenuapai 3 Precinct

Whenuapai 3 Precinct Stormwater Management Plan (2017)

ATTACHMENT 6

MAPS AND PRECINCT PLANS WITH RECOMMENDED CHANGES




PPC5: Proposed Whenuapai Plan Change
 Date :12 April 2018
Zoning Map - Hearing Report Recommendations Version

- Land Parcels**
 [White box icon]
- Whenuapai Zone change boundary**
 [Red line icon]
- Indicative Coastline**
 [Blue dashed line icon]
- Unitary Plan Zones**
- [Yellow box] Residential - Large Lot Zone
 - [Light yellow box] Residential - Rural and Coastal Settlement Zone
 - [Light orange box] Residential - Single House Zone
 - [Orange box] Residential - Mixed Housing Suburban Zone
 - [Dark orange box] Residential - Mixed Housing Urban Zone
 - [Brownish orange box] Residential -Terrace Housing and Apartment Buildings
 - [Green box] Open Space - Conservation Zone
 - [Light green box] Open Space - Informal Recreation Zone
 - [Lighter green box] Open Space - Sport and Active Recreation Zone
 - [Teal box] Open Space - Civic Spaces Zone
 - [Lighter teal box] Open Space - Community Zone
 - [Red box] Business - City Centre Zone
 - [Pink box] Business - Metropolitan Centre Zone
 - [Light pink box] Business - Town Centre Zone
 - [Lighter pink box] Business - Local Centre Zone
 - [Lightest pink box] Business - Neighbourhood Centre Zone
 - [Purple box] Business - Mixed Use Zone
 - [Light purple box] Business - General Business Zone
 - [Lighter purple box] Business - Business Park Zone
 - [Dark purple box] Business - Heavy Industry Zone
 - [Lightest purple box] Business - Light Industry Zone
 - [Yellow-green box] Future Urban Zone
 - [Light green box] Green Infrastructure Corridor (Operative in some SHAs)
 - [Light brown box] Rural - Rural Production Zone
 - [Lighter brown box] Rural - Mixed Rural Zone
 - [Lightest brown box] Rural - Rural Coastal Zone
 - [Lightest brown box] Rural - Rural Conservation Zone
 - [Lightest brown box] Rural - Countryside Living Zone
 - [Lightest brown box] Rural - Waitakere Foothills Zone
 - [Lightest brown box] Rural - Waitakere Ranges Zone
 - [Grey box] Strategic Transport Corridor Zone
 - [Grey box] Special Purpose Zone
 - [Light blue box] Coastal - General Coastal Marine Zone
 - [Lighter blue box] Coastal - Marina Zone
 - [Lightest blue box] Coastal - Mooring Zone
 - [Lightest blue box] Coastal - Minor Port Zone
 - [Lightest blue box] Coastal - Ferry Terminal Zone
 - [Lightest blue box] Coastal - Defence Zone
 - [Lightest blue box] Coastal - Coastal Transition Zone

N

0 150 300 600 Metres

Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

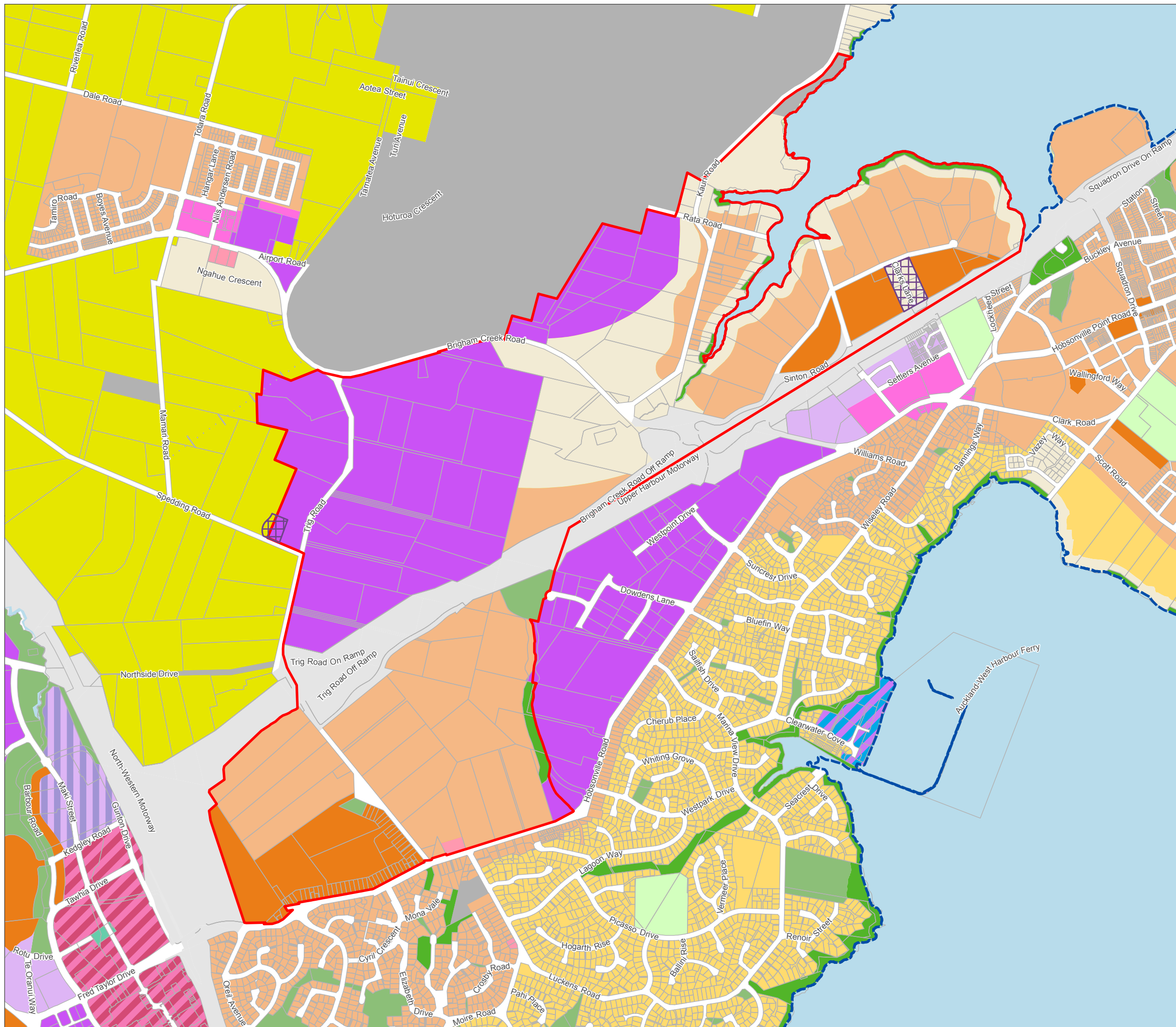


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PPC5: Proposed Whenuapai Plan Change

Date: 12 April 2018

Historic Heritage - Hearing Report Recommendations Version



Historic Heritage Overlay Extent of Place [rcp/dp]

Land Parcels

Whenuapai Zone change boundary

Indicative Coastline

Unitary Plan Zones

- Residential - Large Lot Zone
- Residential - Rural and Coastal Settlement Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone
- Open Space - Civic Spaces Zone
- Open Space - Community Zone
- 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 - Heavy Industry Zone
- Business - Light Industry Zone
- Future Urban Zone
- Green Infrastructure Corridor (Operative in some SHAs)
- Rural - Rural Production Zone
- Rural - Mixed Rural Zone
- Rural - Rural Coastal Zone
- Rural - Rural Conservation Zone
- Rural - Countryside Living Zone
- Rural - Waitakere Foothills Zone
- Rural - Waitakere Ranges Zone
- Strategic Transport Corridor Zone
- Special Purpose Zone
- Coastal - General Coastal Marine Zone
- Coastal - Marina Zone
- Coastal - Mooring Zone
- Coastal - Minor Port Zone
- Coastal - Ferry Terminal Zone
- Coastal - Defence Zone
- Coastal - Coastal Transition Zone

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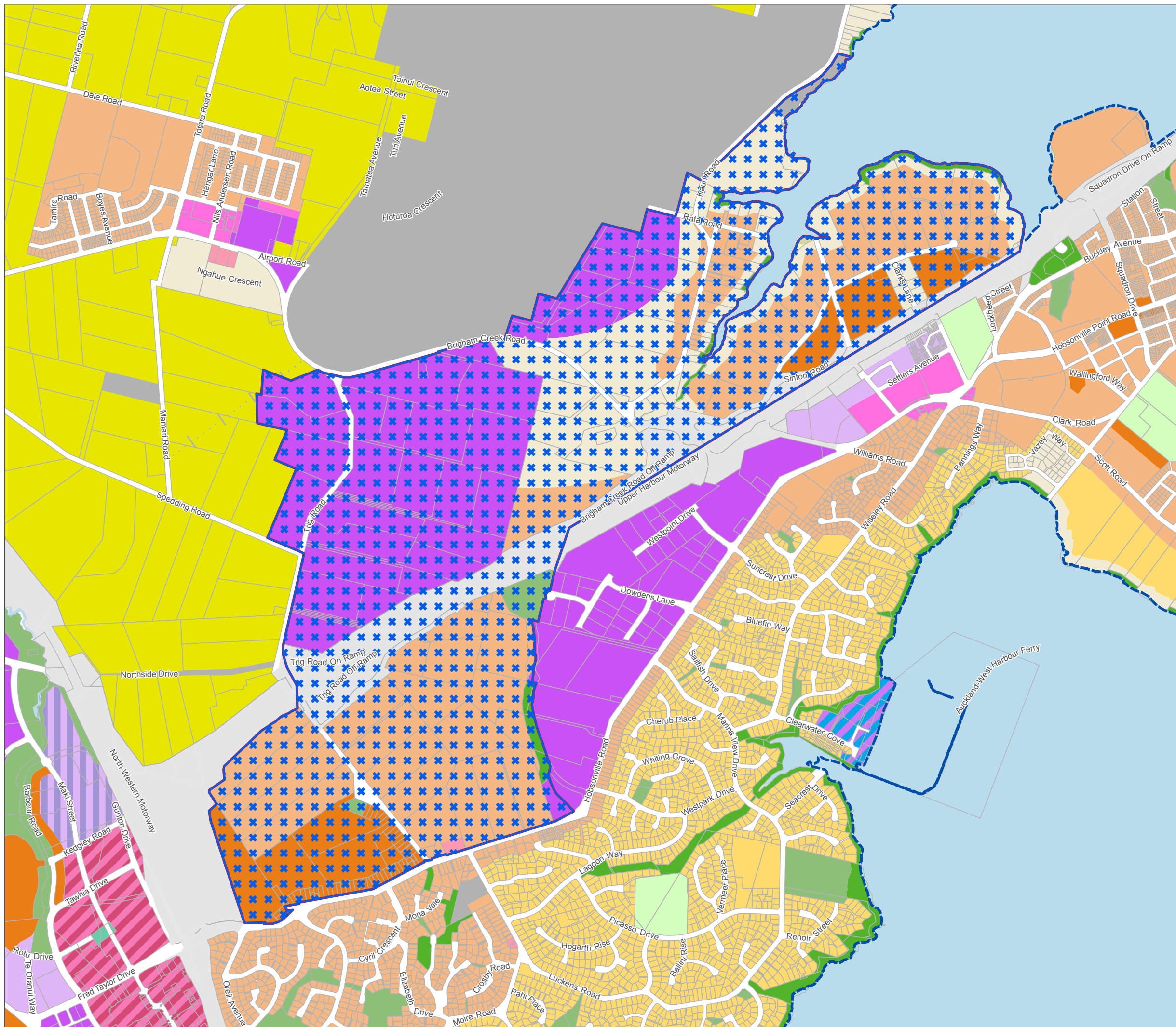


Auckland Council

PPC5: Proposed Whenuapai Plan Change

Date: 12 April 2018

SMAF -1 Control - Hearing Report Recommendations Version



Stormwater Management Area Control (SMAF)

Flow 1 [rp]

Land Parcels

Whenuapai Zone change boundary

Indicative Coastline

Unitary Plan Zones

- Residential - Large Lot Zone
- Residential - Rural and Coastal Settlement Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone
- Open Space - Civic Spaces Zone
- Open Space - Community Zone
- 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 - Heavy Industry Zone
- Business - Light Industry Zone
- Future Urban Zone
- Green Infrastructure Corridor (Operative in some SHAs)
- Rural - Rural Production Zone
- Rural - Mixed Rural Zone
- Rural - Rural Coastal Zone
- Rural - Rural Conservation Zone
- Rural - Countryside Living Zone
- Rural - Waitakere Foothills Zone
- Rural - Waitakere Ranges Zone
- Strategic Transport Corridor Zone
- Special Purpose Zone
- Coastal - General Coastal Marine Zone
- Coastal - Marina Zone
- Coastal - Mooring Zone
- Coastal - Minor Port Zone
- Coastal - Ferry Terminal Zone
- Coastal - Defence Zone
- Coastal - Coastal Transition Zone

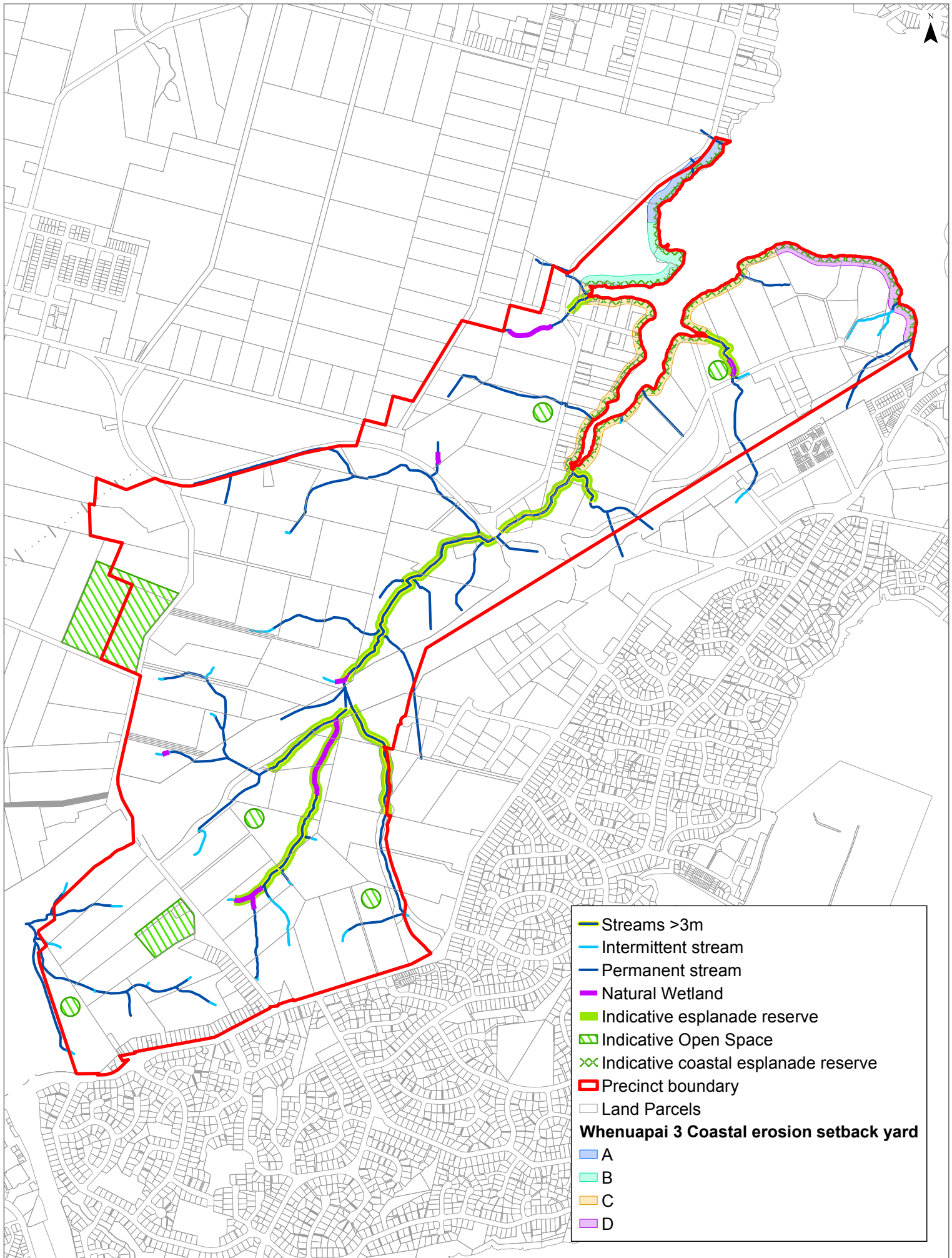
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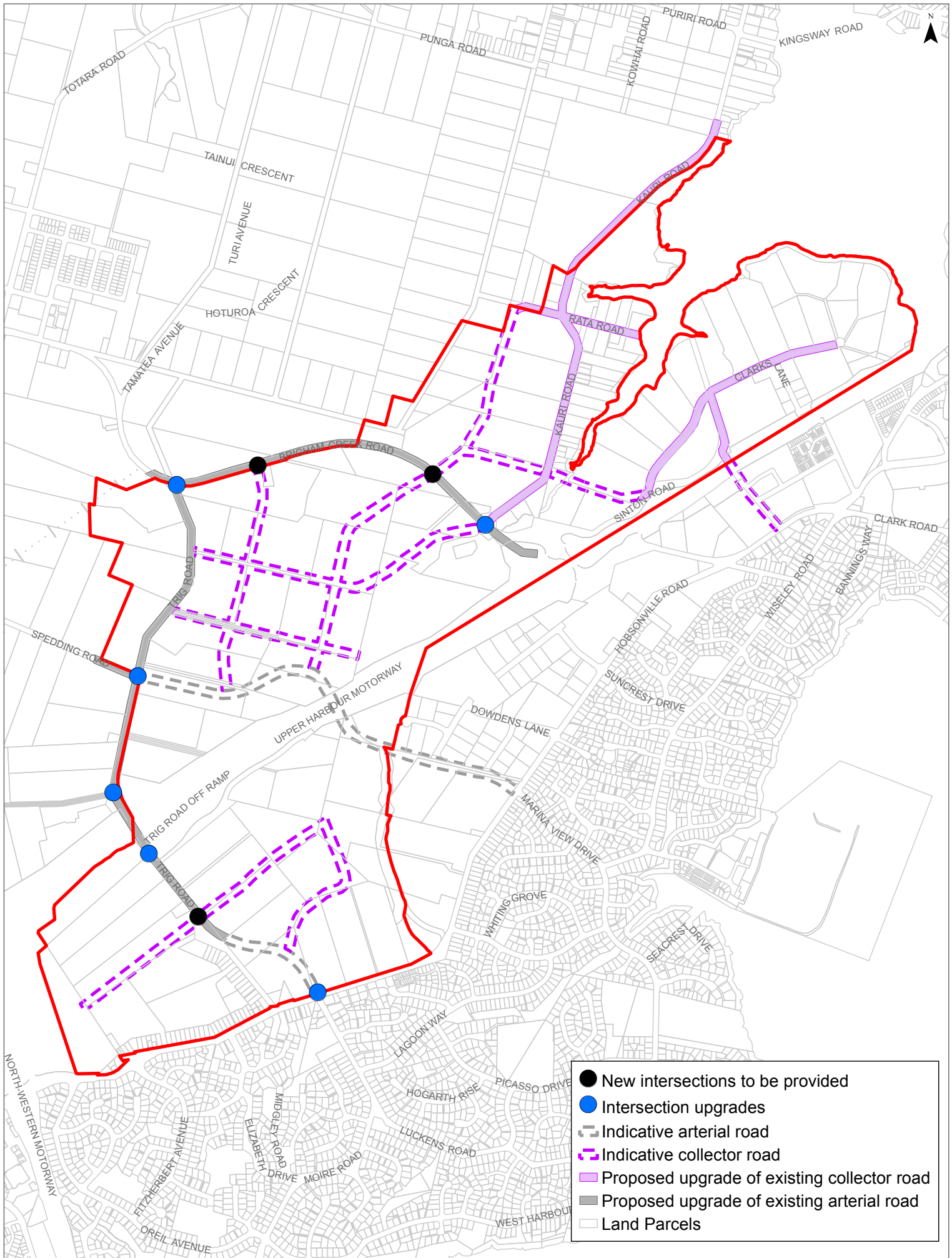
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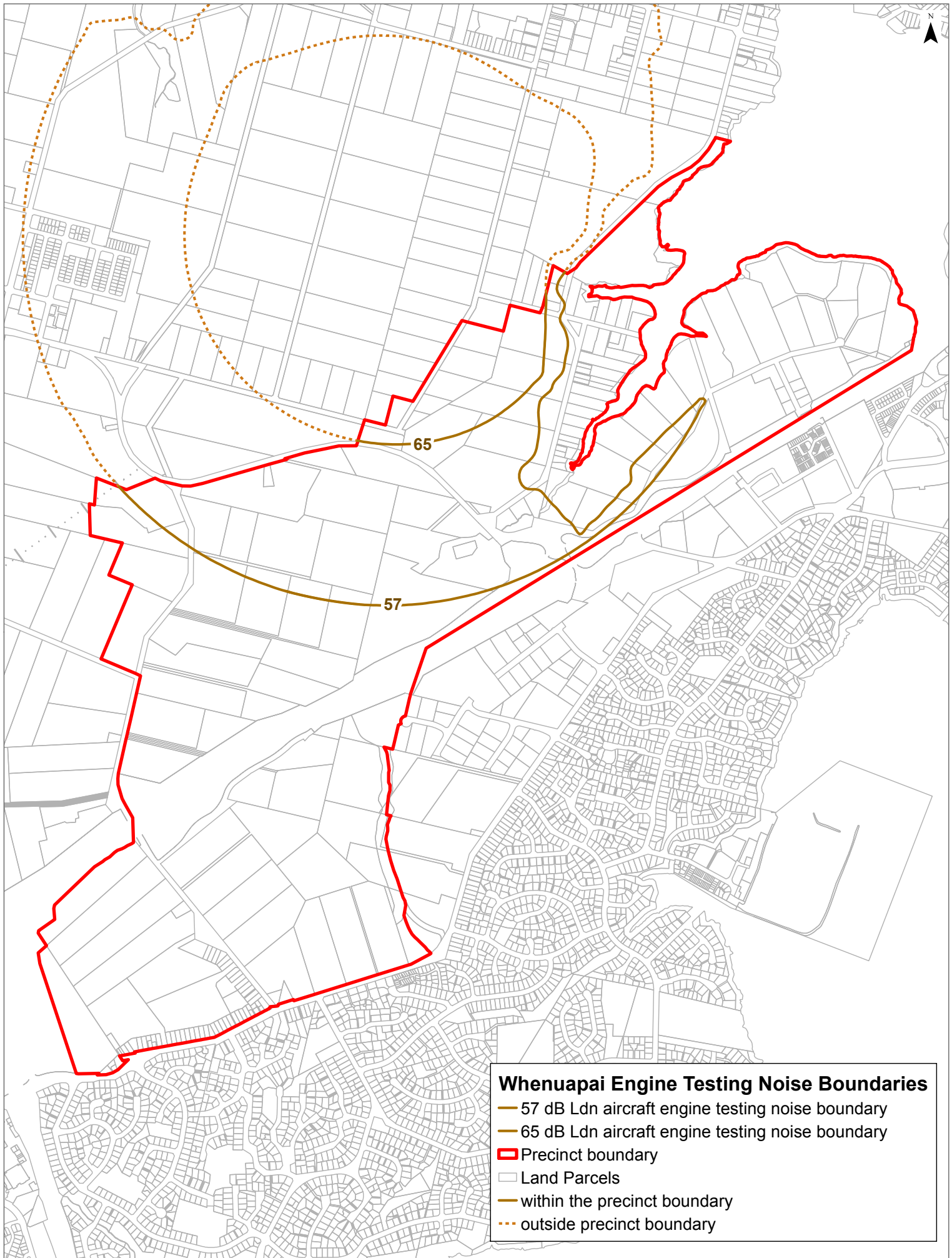




- New intersections to be provided
- Intersection upgrades
- ▬ Indicative arterial road
- ▬ Indicative collector road
- ▬ Proposed upgrade of existing collector road
- ▬ Proposed upgrade of existing arterial road
- ▭ Land Parcels

Whenuapai 3 Precinct Plan 2
Hearing Report Recommendations Version
12 April 2018





ATTACHMENT 7

SUMMARY OF DECISIONS REQUESTED, FURTHER SUBMISSIONS AND HEARING REPORT RECOMMENDATIONS

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations

Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
1	1.1	Lydia Lin	If plan change is not declined then amend.		Reject	10.1.3
1	1.2	Lydia Lin	Seeks the removal 92 Trig Road as part of the sports park.		Reject	10.11.1
2	2.1	Serrena Storr	Accept the plan change with amendments.		Accept in part	10.1.1
2	2.1*	Serrena Storr	Seeks the removal of riparian planting plan that touches/ends on the back corner of 3 Sinton Road.		Reject	10.9.2
3	3.1	Teresa Pattinson	If plan change is not declined then amend	FS_5 CDL Land NZ Limited - oppose	Reject	10.1.3
3	3.2	Teresa Pattinson	Seeks amendments to the proximity and height of the buildings proposed as they will result in negative visual dominance on their property.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
3	3.3	Teresa Pattinson	Seeks amendments to the proximity and height of the buildings proposed as a reasonable level of sunlight on their property will be compromised	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
3	3.4	Teresa Pattinson	Seeks amendments to the proximity and height of the buildings proposed as they will negatively impact on nearby trees, shrubs and bird habitat.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
3	3.5	Teresa Pattinson	Seeks amendments to the apartments and terraced housing so they can not be located in such close proximity to the property boundary of 10 Hobsonville	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
3	3.6	Teresa Pattinson	Seek recognition that the sewerage system at 10 Hobsonville Road is connected to a sewer manhole located just outside the north western boundary.	FS_5 CDL Land NZ Limited - oppose	Accept in part	10.16.3
3	3.7	Teresa Pattinson	Seeks written provisions to minimise the exposure of privacy for any apartments/terraced houses built behind the boundary where the paddocks are.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
4	4.1	Peter E Pattinson and Teresa Pattinson	Accept the plan change with amendments	FS_5 CDL Land NZ Limited - oppose	Accept in part	10.1.1
4	4.2	Peter E Pattinson and Teresa Pattinson	Seeks that the proposed new building envelope be amended where new buildings are to be built adjacent to the northern boundaries of existing properties.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
4	4.3	Peter E Pattinson and Teresa Pattinson	Seeks that the building envelope be changed from a 45 degree line to a 30 degree line or move the 3 metre height limit from the boundary to 3 metres inside the new property boundary so the 45 degree line will start at ground level which will move the minimum distance between boundary and building out to	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
4	4.4	Peter E Pattinson and Teresa Pattinson	Seeks that no tall buildings are built on one side of the road while lower buildings exist on the other side on Hobsonville Road so that shading will not impact on those on the southern side.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
4	4.5	Peter E Pattinson and Teresa Pattinson	Seeks the boundary of Whenuapai Precinct 3 to be redrawn to exclude existing affected properties whilst still retaining the amendments outlined in the submission (point 4.3).	FS_5 CDL Land NZ Limited - oppose	Reject	10.3
4	4.6	Peter E Pattinson and Teresa Pattinson	Seeks that the proposed main access loop road ran along the northern boundary of the houses as shown in the proposed development.	FS_5 CDL Land NZ Limited - oppose	Reject	10.6.5
4	4.7	Peter E Pattinson and Teresa Pattinson	Seeks that the indicative green area is made mandatory with a shared boundary for houses who will be impacted the most from shading problems.	FS_5 CDL Land NZ Limited - oppose	Reject	10.11.2
4	4.8	Peter E Pattinson and Teresa Pattinson	Seeks amendments to the proximity and height of the buildings proposed as they will result in negative visual dominance on their property.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
4	4.9	Peter E Pattinson and Teresa Pattinson	Seeks amendments to the proximity and height of the buildings proposed as a reasonable level of sunlight on their property will be compromised	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
4	4.10	Peter E Pattinson and Teresa Pattinson	Seeks amendments to the proximity and height of the buildings proposed as they will negatively impact on nearby trees, shrubs and bird habitat.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
4	4.11	Peter E Pattinson and Teresa Pattinson	Seeks amendments to the apartments and terraced housing so they can not be located in such close proximity to the property boundary of 10 Hobsonville Road.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
4	4.12	Peter E Pattinson and Teresa Pattinson	Seek recognition that the sewerage system at 10 Hobsonville Road is connected to a sewer manhole located just outside the north western boundary.	FS_5 CDL Land NZ Limited - oppose	Accept in part	10.16.3
5	5.1	Brigham Investments Limited	Decline the plan change.		Reject	10.1.3
5	5.2	Brigham Investments Limited	Amend plan change in accordance with submission.		Reject	10.1.3
5	5.3	Brigham Investments Limited	Delete the specific provisions relating to the Whenuapai coastal erosion set back yard as they relitigate the approach to coastal hazards in the AUP.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
5	5.4	Brigham Investments Limited	That the width of the coastal yard setback should be adopted to measure the coastal hazard area within the Whenuapai 2 precinct (as provided by paragraph (c) of the Chapter J1 definition of coastal erosion hazard area).	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
5	5.5	Brigham Investments Limited	Oppose the departure from Chapter E36 of the AUP in the manner contemplated by the plan change.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
5	5.6	Brigham Investments Limited	Oppose the categorisation of land within the (coastal) setback yard as a 'greenfield area'.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
5	5.7	Brigham Investments Limited	Oppose the total prohibition on all new buildings located within the (coastal) set back area this should be a restricted discretionary activity as in the AUP currently. .	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
5	5.8	Brigham Investments Limited	Oppose that coastal protection structures in the precinct are either a discretionary activity (if outside the coastal setback) or a non-complying activity (if within the coastal setback) as opposed to the AUP which manages such structures as a restricted discretionary activity (if outside the coastal erosion hazard area) or a discretionary activity (if within the coastal erosion area).	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
6	6.1	Sharron L and Roy J Preece	Accept plan change with amendments.		Accept in part	10.1.1
6	6.2	Sharron L and Roy J Preece	Retain the existing residential status at 50 Kauri Road, Whenuapai.		Reject	10.4.2
6	6.3	Sharron L and Roy J Preece	Amend the plan change to redraw the 65dB noise contour so as to exclude 50 Kauri Road, Whenuapai and other longstanding residential properties.	FS_21 New Zealand Defence Force - support in part	Accept in part	10.13.1
6	6.4	Sharron L and Roy J Preece	Amend the plan change to ensure that rural residential uses at 50 Kauri Road, Whenuapai are not excluded (can continue).		Accept in part	10.4.2
6	6.5	Sharron L and Roy J Preece	Oppose the Business - Light Industry zoning at 50 Kauri Road, Whenuapai .		Accept in part	10.4.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
6	6.6	Sharron L and Roy J Preece	Amend the plan change so the noise contours are supported by a professional field survey (i.e. physical testing) to determine the real position of the 65dBA noise contour.	FS_4 TDR Family Trust and CAR Family Trust and KW Ridley Family Trust Company Limited - support FS_21 New Zealand Defence Force - oppose in part FS_22 Neil Construction Limited - support	Reject	10.13.3
6	6.7	Sharron L and Roy J Preece	Seek the installation of acoustic barriers around the designated testing locations on the Whenuapai Airbase to absorb or deflect noise to the noise contours currently legislated i.e. the current 55bD noise profile.	FS_4 TDR Family Trust and CAR Family Trust and KW Ridley Family Trust Company Limited - support FS_21 New Zealand Defence Force - oppose FS_22 Neil Construction Limited - support	Reject	10.13.3
6	6.8	Sharron L and Roy J Preece	Seek that the airbase considers abandoning the problematic testing locations close to the boundaries (of the plan change) in favour of new locations well away from residential properties.	FS_4 TDR Family Trust and CAR Family Trust and KW Ridley Family Trust Company Limited - support FS_21 New Zealand Defence Force - oppose FS_22 Neil Construction Limited - support	Reject	10.13.3
6	6.9	Sharron L and Roy J Preece	Amend the plan change to redraw the 65dB noise contour with a more realistic approach to 'worst case scenarios' and safety margins.	FS_4 TDR Family Trust and CAR Family Trust and KW Ridley Family Trust Company Limited - support FS_21 New Zealand Defence Force - support in part FS_22 Neil Construction Limited - support	Reject	10.13.1
6	6.10	Sharron L and Roy J Preece	Amend the plan change to enable a covenant of no objection to noise emanating from the airbase to be registered on the title of 50 Kauri Road.	FS_21 New Zealand Defence Force - support in part	Reject	10.13.3
7	7.1	Andrew C Braithwaite	Decline the plan change/variation.		Reject	10.1.3
7	7.2	Andrew C Braithwaite	Council should stipulate to the RNZAF the necessary rules for aircraft testing - which are the sole cause of the rezoning plans	FS_21 New Zealand Defence Force - oppose	Reject	10.13.3

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
8	8.1	Upper Harbour Ecology Network	Decline the plan change/variation	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose in part	Reject	10.1.3
8	8.2	Upper Harbour Ecology Network	Request that all Enhancement Opportunities (ref Morphum Environment Ltd view) are utilised when planning the development of Whenuapai	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1
8	8.3	Upper Harbour Ecology Network	Request that enough land is set aside for residential recreational use and the introduction of substantial Green Infrastructure Zones.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose in part	Reject	10.9.1
8	8.4	Upper Harbour Ecology Network	Support concern for marine environment, all development should minimise the amount of stormwater discharged into the Waiarohia Inlet and Brigham Creek, as following WSD practice	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept in part	10.7.3
8	8.5	Upper Harbour Ecology Network	Support that all development reduces the generation of contaminants at source and applies treatment as required to effectively minimise contaminant increases in coastal waters and sediment	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept	10.7.3
8	8.6	Upper Harbour Ecology Network	Do not support that it is best practice sustainable urban development to pipe all stormwater to the Waiarohia Stream and its tributaries. All care must be taken to ensure restoration and regeneration and to not allow any further coastal erosion.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.7.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
8	8.7	Upper Harbour Ecology Network	Support the protection of streams through the identification of permanent and intermittent streams at development design stages, creation of riparian margins through development setbacks and appropriate design and use of green infrastructure. This needs to be taken further - streams need to be identified and protected. Support the enhancement of streams and steps taken in the plan.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.9.2
8	8.8	Upper Harbour Ecology Network	Do not support the fact that there are no substantial areas identified and set aside for natural biodiversity to enable the North West Wildlink to operate across this region	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_7 Charles Ku - oppose FS_21 New Zealand Defence Force - oppose	Reject	10.9.1
8	8.9	Upper Harbour Ecology Network	Support the provision of esplanade reserves and the opportunity this provides to incorporate walking and cycle ways	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept	10.11.1
8	8.10	Upper Harbour Ecology Network	Request a facility be created for development of Greenways and related infrastructure to ensure ecological restoration is integrated into development and that development does not bring about further environmental degradation to the landscape including Whenuapai specific restoration guides, planting guides and stream restoration guidelines	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Reject	10.16.3
8	8.11	Upper Harbour Ecology Network	Request that the Upper Harbour Ecology Network is invited to lead local restoration activities with support from council and developers, and is consulted on all further consultations and hearings during the planning and development process	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.3
9	9.1	Guoqing Wu	Accept the plan change with amendments		Accept in part	10.1.1
9	9.2	Guoqing Wu	Request that the plan change happens as soon as possible		Accept	10.16.3
10	10.1	Junwei Wu	Accept the plan change with amendments		Accept in part	10.1.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
10	10.2	Junwei Wu	Request clarification on how and when the indicative collector roads will be built	FS_4 TDR Family Trust and CAR Family Trust and KW Ridley Family Trust Company Ltd - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept in part	10.5.3
11	11.1	Gongwang Li	Amend the plan change if it is not declined		Reject	10.1.3
11	11.2	Gongwang Li	Remove the indicative open space from 40 Trig Rd	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.11.1
12	12.1	Dayna Swanberg	Accept the plan change with amendments		Accept in part	10.1.1
12	12.2	Dayna Swanberg	Request that wastewater services are brought to the village		Out of scope	10.2
13	13.1	Debbie Clark	Request zoning change for properties allowing single house if large area of land. Specifically in the Whenuapai Village area.		Out of scope	10.2
13	13.2	Debbie Clark	Accept the plan change with amendments.		Accept in part	10.1.1
14	14.1	78 Hobsonville Limited and Prestige Clark Road Limited	Accept the plan change with amendments	FS_3 Seventy-eight Hobsonville Limited and Prestige Clark Road Limited - support	Accept in part	10.1.1
14	14.2	78 Hobsonville Limited and Prestige Clark Road Limited	Rezone 78 and 80 Hobsonville Road from Mixed Housing Urban Zone to Terrace Housing and Apartment Buildings Zone.	FS_3 Seventy-eight Hobsonville Limited and Prestige Clark Road Limited - support FS_21 New Zealand Defence Force - oppose in part	Reject	10.4.2
14	14.3	78 Hobsonville Limited and Prestige Clark Road Limited	Seek that the location and geometric alignment of the intersection between 78 and 80 Hobsonville Road, Arterial Road and Collector Road are shown on the Plan Change map as indicative only an subject to final design at resource consent stage.	FS_3 Seventy-eight Hobsonville Limited and Prestige Clark Road Limited - support	Accept	10.6.5
15	15.1	Whenuapai Ratepayers and Residents Association	Accept the plan change with amendments	FS_5 CDL Land NZ Limited - oppose	Accept in part	10.1.1
15	15.2	Whenuapai Ratepayers and Residents Association	Opposes method used for the noise study as the results are highly theoretical and not based on actual measurements.	FS_5 CDL Land NZ Limited - oppose FS_21 New Zelaand Defence Force - oppose in part	Reject	10.13.3

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
15	15.3	Whenuapai Ratepayers and Residents Association	Opposes the method of dealing with stormwater in the precinct i.e. the piping of stormwater into the Waiarohia and Wallace inlets as it will degrade the water quality of the Upper Harbour and its tributaries.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose in part	Accept in part	10.7.3
15	15.4	Whenuapai Ratepayers and Residents Association	Opposes the proposed land uses as they do not enhance the water quality in the Upper Harbour.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.8.2
15	15.5	Whenuapai Ratepayers and Residents Association	Oppose the lack of an integrated approach in road, pedestrian and cycleway improvements by landholders and the requirement for each landowner to be responsible for these works.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.6
15	15.6	Whenuapai Ratepayers and Residents Association	Seeks an increase in park and reserve areas as the current amount is insufficient.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose in part	Reject	10.11.1
15	15.7	Whenuapai Ratepayers and Residents Association	Opposes the lack of filtering/treatment of the increased stormwater run-off into harbour and protected waterways as it will result in even more pollution and in a fish breeding zone.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.7.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
15	15.8	Whenuapai Ratepayers and Residents Association	Opposes rezoning for increased industrial/business activities as they bring with them heavier types of traffic, patterns of traffic and traffic density.	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose FS_21 New Zealand Defence Force - neutral	Reject	10.4.4
16	16.1	Pauline Howlett	Remove the intermittent stream running through the north west part of 7 Trig Road as it does not meet the guidelines of an intermittent stream.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.9.2
16	16.2	Pauline Howlett	Seeks that the land (assuming 7 Trig Road and land near the intersection of the realigned Trig Road and Hobsonville Road) should be maximised with high density housing.	FS_21 New Zealand Defence Force - oppose in part	Reject	10.4.2
16	16.3	Pauline Howlett	Accept the plan change with amendments.		Accept in part	10.1.1
17	17.1	Austino	Accept the plan change with amendments.	FS_2 Austino - support	Accept in part	10.1.1
17	17.2	Austino	Seeks that 86 Hobsonville Road remains as residential and not light industry	FS_2 Austino - support	Reject	10.4.2
17	17.3	Austino	Seeks inclusion of a portion of 86 and 100 Hobsonville Road be zoned residential	FS_2 Austino - support	Out of scope	10.2
17	17.4	Austino	Seeks increased residential intensification along indicative collector and arterial road frontages.	FS_2 Austino - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support FS_21 New Zealand Defence Force - oppose in part	Accept in part	10.4.1
17	17.5	Austino	Seek that the small residual triangle shapes piece of land 100 Hobsonville Road be included within the Proposed Plan Change 5 Whenuapai zone change area. Currently a portion is the site is outside of the plan change area.	FS_2 Austino - support	Out of scope	10.2
17	17.6	Austino	Seek that the small residual triangle shape piece of land at 100 Hobsonville Road be zoned from Light Industry to residential.	FS_2 Austino - support	Out of scope	10.2
17	17.7	Austino	Seeks increased residential intensification along indicative collector and arterial road frontages.	FS_2 Austino - support FS_21 New Zealand Defence Force - oppose in part	Accept in part	10.4.1
18	18.1	Hsiu Ho Lin	Supports rezoning of 17 Trig Road, Whenuapai from Future Urban Zone to Mixed Housing Urban.		Accept	10.4.2
18	18.2	Hsiu Ho Lin	Oppose the identification of an indicative open space/neighbourhood park within the site at 17 Trig Road, Whenuapai.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.11.1
18	18.3	Hsiu Ho Lin	Opposes having to provide both a collector road and a neighbourhood park on the site at 17 Trig Road, Whenuapai.		Reject	10.6.5

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
18	18.4	Hsiu Ho Lin	Support the indicative esplanade reserve notations shown on Whenuapai 3 Precinct Plan 1 on 17 Trig Road, Whenuapai.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept	10.11.1
18	18.5	Hsiu Ho Lin	Opposes the location of indicative roads on 17 Trig Road, Whenuapai.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose and support	Reject	10.6.5
18	18.6	Hsiu Ho Lin	Amend the location of the neighbourhood park from 17 Trig Road onto a neighbouring property.		Reject	10.11.1
18	18.7	Hsiu Ho Lin	Seeks that Council provides a regulatory impact assessment for every property that is affected by multiple precinct notations which require the vesting of land where no compensation will be payable. The purpose of this assessment is to analyse and quantify the cumulative effects, including financial impact or imposing burdens on individual landowners.		Reject	10.16.3
18	18.8	Hsiu Ho Lin	Support the alignment of the indicative collector road on the site at 17 Trig Road, Whenuapai on the basis that the indicative open space is removed from the site.	FS_10 Auckland Transport - support in part	Reject	10.6.5
19	19.1	Herald Island Environmental Group	If plan change is not declined then amend	FS_5 CDL Land NZ Limited - oppose	Reject	10.1.3
19	19.2	Herald Island Environmental Group	Seek that a minimum of 10% of land is intact forest including riparian margins to provide space and corridors for wildlife to flourish.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose FS_21 New Zealand Defence Force - oppose	Reject	10.9.2
19	19.3	Herald Island Environmental Group	Seek that the degradation of wetlands, streams and riparian margins is made right.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.9.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
19	19.4	Herald Island Environmental Group	Seek that large green open spaces for locals with connectivity between spaces for walkways and cycleways are provided	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept	10.11.1
19	19.5	Herald Island Environmental Group	Seek mandatory use of 21st century stormwater best practice and water sensitive design to manage the impact of stormwater from all new developments.	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support FS_21 New Zealand Defence Force - oppose	Accept in part	10.8.3
19	19.6	Herald Island Environmental Group	Seek assurance that wastewater impacts on the Upper Harbour from urban intensification and wastewater outlets entering the Waiharoa Inlet are compliant with the NZ Coastal Policy Statement.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Reject	10.8.2
19	19.7	Herald Island Environmental Group	Seeks evidence that tidal flows will be restored and assist to flush out Waiarohia inlet	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Reject	10.8.2
19	19.8	Herald Island Environmental Group	Requests that all enhancement opportunities (ref. Morphum Environmental) are utilized when planning the development of Whenuapai and that a longer term and macro view of the area is taken to ensure enough land is set aside for residential use and the introduction of substantial green infrastructure zones.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1
19	19.9	Herald Island Environmental Group	Seeks clear identification and retention of indicative open space extent, open space conservation zones and esplanade reserves.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.1
19	19.10	Herald Island Environmental Group	Seeks reinstatement of developer contributions of 10% to regenerate local ecology and best practice infrastructure.	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.16.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
19	19.11	Herald Island Environmental Group	Supports the application of stormwater management area control - Flow 1 for the whole of the precinct.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept	10.7.3
19	19.12	Herald Island Environmental Group	Supports coastal erosion setback yard to avoid locating new buildings in identified areas of risk.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept	10.8.1
19	19.13	Herald Island Environmental Group	Supports North-West Wildlink and that Whenuapai is recognised as a stepping stone in this link.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept	10.9.1
19	19.14	Herald Island Environmental Group	Generally supports objectives for open space	FS_5 CDL Land NZ Limited - oppose	Accept	10.11.2
19	19.15	Herald Island Environmental Group	Opposes the lack of requirement for developers to develop open space networks	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.2
19	19.16	Herald Island Environmental Group	Seeks that all green zones are specific, identified and mapped before developments proceed.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.11.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
19	19.17	Herald Island Environmental Group	Seeks the establishment of an exact ratio of intact forest/riparian margins/green open space that all development needs to comply with.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.2
19	19.18	Herald Island Environmental Group	Supports Objective I616.2(2).	FS_5 CDL Land NZ Limited - oppose	Accept	10.1.2
19	19.19	Herald Island Environmental Group	Supports Objectives I616.2 (3), (4), (5), (8), (9), (10) and (11).	FS_5 CDL Land NZ Limited - oppose	Accept	10.1.2
19	19.20	Herald Island Environmental Group	Seeks green open space buffer between the Business - Light Industry Zone and residential zones.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose FS_21 New Zealand Defence Force - oppose	Reject	10.11.2
19	19.21	Herald Island Environmental Group	Seeks an integrated approach where the main arterial roads are completed at one time linking the main routes to provide a sense of continuity and safety.	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.4
19	19.22	Herald Island Environmental Group	Requests a master plan to show that pedestrian and cycleways connect to arterial roads to ensure connectivity between places to create a safe and liveable community.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.6
19	19.23	Herald Island Environmental Group	Requests further information on how effective the identified Neighbourhood Centre Zone will be for its purpose.	FS_5 CDL Land NZ Limited - oppose	Accept	10.16.3
19	19.24	Herald Island Environmental Group	Seeks that blank walls are not allowed as of right on the road frontage.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
19	19.25	Herald Island Environmental Group	Oppose in part the current Whenuapai 3 Precinct Stormwater Management Plan (2017).	FS_5 CDL Land NZ Limited - oppose	Accept in part	10.7.2
19	19.26	Herald Island Environmental Group	Requests the enforcement of all water sensitive design practices such as holding tanks, swales, green roof gardens, permeable paving and filtering holding ponds.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_21 New Zealand Defence Force - oppose	Accept in part	10.7.3
19	19.27	Herald Island Environmental Group	Requests to obtain and review the Environmental Monitoring from Watercare to provide an understanding on the current impacts wastewater has on the surrounding environment and the future impacts of both stormwater and wastewater.	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.3
19	19.28	Herald Island Environmental Group	Requests that Te Kawerau a Maki, Ngati Whautā o Kaipara and Ngati Whatua Orakei are informed and involved in all stormwater discharges to this area.	FS_5 CDL Land NZ Limited - oppose	Accept in part	10.7.3
19	19.29	Herald Island Environmental Group	Supports the concern for the susceptibility and sensitivity of the valued marine environment.	FS_5 CDL Land NZ Limited - oppose	Accept	10.8.2
19	19.30	Herald Island Environmental Group	Supports that all development reduces the generation of contaminants at source and applies treatment to effectively minimize contaminant increases in coastal waters and sediment	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept	10.7.3
19	19.31	Herald Island Environmental Group	Supports minimisation of the impact on the Upper Harbour of wastewater from urban intensification.	FS_5 CDL Land NZ Limited - oppose	Accept	10.8.2
19	19.32	Herald Island Environmental Group	Supports the protection of streams through identification of permanent and intermittent streams at development design stages, creation of riparian margins through development setbacks and appropriate design and use of green infrastructure.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_7 Charles Ku - oppose	Accept in part	10.9.2
19	19.33	Herald Island Environmental Group	Requests that streams are identified and protected.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_7 Charles Ku - oppose	Accept in part	10.9.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
19	19.34	Herald Island Environmental Group	Supports the enhancement of streams and the steps outlined in the plan.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept	10.9.2
19	19.35	Herald Island Environmental Group	Opposes the lack of substantial areas identified and set aside for natural biodiversity to enable the North West Wildlink to operate across this region.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support FS_21 New Zealand Defence Force - oppose	Reject	10.9.1
19	19.36	Herald Island Environmental Group	Supports the provision of esplanade reserves and the opportunity this provides to incorporate walking and cycle ways.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part	Accept	10.11.1
19	19.37	Herald Island Environmental Group	Supports the restoration of Upper Waitemata Harbour tidal flows in the vicinity of the Waiarohia inlet, around the Herald Island Causeway using Causeway culverts and dredging/replacement of the Causeway with a bridge.	FS_5 CDL Land NZ Limited - oppose	Reject	10.8.2
19	19.38	Herald Island Environmental Group	Opposes roads and cycle ways being developed on an ad-hoc basis by individual developers	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.6
19	19.39	Herald Island Environmental Group	Opposes Council approving of buildings that are out of place in a residential environment	FS_5 CDL Land NZ Limited - oppose	Reject	10.16.2
19	19.40	Herald Island Environmental Group	Seek that all developments minimise the amount of stormwater being discharged into the Waiarohia Inlet and Brigham Creek as following water sensitive design practice.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept in part	10.7.3
20	20.1	Martin and Rochelle Good	Oppose the plan change and seeks amendments		Reject	10.1.3
20	20.2	Martin and Rochelle Good	Seeks more investigation into how much stormwater runoff there would be and how the stormwater will be treated/filtered to stop more pollution in the Upper Harbour.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept in part	10.7.3
20	20.3	Martin and Rochelle Good	Seeks more green spaces, parks and reserves.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
20	20.4	Martin and Rochelle Good	Opposes the increase industrial/business activities that will arise from the rezoning at the end of Kauri Road as it would add more traffic and lead to safety, speed, noise, vibration and air pollution issues.		Reject	10.4.4
21	21.1	Cabra Developments Limited	Accept the plan change with amendments.		Accept in part	10.1.1
21	21.2	Cabra Developments Limited	Supports the growth and intensification that is enabled by plan change 5, specifically the opportunities it provides for residential growth and intensification through the introduction of the Mixed Housing Urban Zone together with the following related matters except where particularly addressed within the submission: Precinct Plan 1 - location of indicative open space on 10 Clarks Lane, Standard I616.6.4, Standard I616.6.5, Standard I616.6.6, Standard I616.6.7.		Accept	10.1.2
21	21.3	Cabra Developments Limited	Amend Standards I616.6.2 (1), (2) and (3) to provide clarity on how the "proportional share of local infrastructure works" are determined and, in doing so, such provisions need to be reasonable and equitable to enable an applicant to progress the subdivision and development of their landholding without reliance on third parties.	FS_7 Charles Ku - support FS_10 Auckland Transport - support in part FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.5.3
21	21.4	Cabra Developments Limited	Amend Whenuapai 3 Precinct Plan 2 to delete the indicative road connecting Kauri Road and Sinton Road, and Sinton Road and Hobsonville Road and make consequential amendments to Standard I616.6.8.	FS_9 New Zealand Transport Agency - oppose in part FS_10 Auckland Transport - oppose	Reject	10.6.5
21	21.5	Cabra Developments Limited	Amend the indicative roads north of Clarks Lane and east of Ockleston Landing from 'collector' to 'local' roads on Whenuapai 3 Precinct Plan 2 and make consequential amendments to Standard I616.6.8.	FS_22 Neil Construction Limited - support	Accept in part	10.6.5
21	21.6	Cabra Developments Limited	Amend Whenuapai 3 Precinct Plan 2 to reposition the existing collector road to the east of the Special Character Area and the indicative collector road to the north of Clarks Lane to reflect the correct alignment within the property at 1 Ockleston Landing and amend both roads from 'collector' to 'local' roads. Make consequential amendments to Standard I616.6.8.	FS_10 Auckland Transport - support in part FS_22 Neil Construction Limited - support	Accept in part	10.6.5
21	21.7	Cabra Developments Limited	Insert typical road cross-sections to the Precinct provisions.	FS_10 Auckland Transport - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.6.6
21	21.8	Cabra Developments Limited	Retain Standard I616.6.8 Roads and amend wording to limit 'upgrade' works to the construction of the associated kerb and channel on the opposite side of the road to any development site.	FS_10 Auckland Transport - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support FS_22 Neil Construction Limited - support	Accept	10.6.4

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
21	21.9	Cabra Developments Limited	Amend the provisions for clarity and equity including the extent to which development contributions are allocated or otherwise to such infrastructure works.	FS_10 Auckland Transport - support in part FS_22 Neil Construction Limited - support	Accept in part	10.6.4
21	21.10	Cabra Developments Limited	Rezone the land zoned Single House along the coastal edge, particularly within area 1D as illustrated in Precinct Plan 2 to Mixed Housing Urban.		Reject	10.4.1
21	21.11	Cabra Developments Limited	Amend Policy I616.2(2) to encourage a variety of methods for the provision of public access to and along the stream and coastal edge environments, as follows: <i>Encourage roads that provide for pedestrian and cycle connectivity to and alongside riparian margins and open spaces.</i>		Reject	10.11.2
21	21.12	Cabra Developments Limited	Retain Standard I616.6.1, subject to an amendment to limit the scope of the standard to Whenuapai 3 Precinct Plan 1.		Reject	10.6.3
21	21.13	Cabra Developments Limited	Delete Policy I616.3(13) and Standards I616.6.3(1) and (2) and rely on Chapter E36 of the Unitary Plan.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.7.1
21	21.14	Cabra Developments Limited	Delete Standard I616.6.3(3) and rely on standards contained within Chapters E8 and E9 of the Unitary Plan.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_10 Auckland Transport - support in part	Reject	10.7.1
21	21.15	Cabra Developments Limited	Retain Standard I616.6.4(4) and delete Standards I616.6.4(5) and (6).	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.9.2
21	21.16	Cabra Developments Limited	Amend Policy I616.3(16) to enable the construction of appropriate erosion control structures as follows: <i>Avoid the <u>Provide for the use of hard protection structures where appropriate to manage avoid, remedy or mitigate the effects of coastal erosion risk in the Whenuapai 3 coastal erosion setback yard.</u></i>	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
21	21.17	Cabra Developments Limited	Amend I616.4 Activity Table to delete activity (A4) Hard protection structures and amend the activity status for activity (A5) Hard protection structures located within the Whenuapai 3 coastal erosion setback yard from non-complying to discretionary.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
21	21.18	Cabra Developments Limited	Seeks the relief set out within this submission, the specific relief set out in Appendix 1 of the submission and any consequential amendments necessary to enable the relief to be sought.		Accept in part	10.16.1
21	21.19	Cabra Developments Limited	Seeks further or other changes as may be necessary to give effect to the requirements of the Resource Management Act 1991.	FS_7 Charles Ku - support	Accept in part	10.16.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
22	22.1	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks other relief, including consequential changes, as necessary to give effect to relief sought in the submission.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.16.1
22	22.2	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks amendments to the plan change to provide for larger, sustainable habitat areas at intervals along the riparian margins for both permanent and intermittent waterbodies.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose FS_21 New Zealand Defence Force - oppose	Reject	10.9.2
22	22.3	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks amendments to the plan change to increase the 10m setback from waterways to a minimum of 20m each side of permanent waterbodies.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose FS_22 Neil Construction Limited - oppose	Reject	10.9.2
22	22.4	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks amendments to the plan change to include adequate ongoing weed and pest mammal control, including signage to require dogs on leads in all riparian areas and conservation zones and a weed management plan.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.16.3
22	22.5	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks amendments to the plan change to provide suitable fencing to reduce predator access to indigenous habitat areas.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose FS_22 Neil Construction Limited - oppose	Reject	10.9.1
22	22.6	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks amendments to the plan change to provide suitable street tree planting to complement the riparian and conservation zone biodiversity habitat vegetation.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
22	22.7	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks requirements for adequate surveys of existing indigenous biota before works are undertaken and that appropriate protection measures are subsequently put in place taking in to account the results of surveys.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose FS_21 New Zealand Defence Force - oppose	Reject	10.9.1
22	22.8	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks provision of adequate riparian planting (including a maintenance period) for all intermittent and permanent streams and wetlands.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.2
22	22.9	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seek that the plan change retains or adds policy direction to ensure matters addressed in submission points 22.7 and 22.8 are required by the Stormwater Management Plan.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.7.2
22	22.10	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks requirements for adequate measures to control run-off and sedimentation of waterways and the coastal environment from both construction works and once operational.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.7.3
22	22.11	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks that the precinct maps clearly identify the location of all intermittent and permanent streams and wetlands within a subdivision or development.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.9.2
22	22.12	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks that the precinct maps set out the extent of riparian areas to be provided for as part of the precinct development.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.9.2
22	22.13	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks that the council set out how the plan change gives effect to the NZCPS including requirements for adequate surveys of existing indigenous flora and fauna before works are undertaken and that appropriate protection measures are subsequently put in place taking into account the result of the surveys.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
22	22.14	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seek that the council set out how the plan change gives effect to the NZCPS including measures required to enhance the natural character of the coastal environment.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.8.3
22	22.15	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks that council provides further detail and certainty on the Plans for the precinct development.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.16.3
22	22.16	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks that the council sets out clear requirements for subdivision and development to provide for amenity and environmental outcomes.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.16.3
22	22.17	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks that the council includes a non-complying activity status for subdivision activities which seek to change the requirements or vary the detail on the Plans.	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.15
22	22.18	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Identify Open Space - Recreation and Open Space - Conservation Zones on Whenuapai 3 Precinct Plans 1 and 2.	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.1
22	22.19	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Seeks provisions to ensure any subdivision in open space areas are a non-complying activity.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.2
22	22.20	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Add a new objective as follows: <i><u>Subdivision, use and development avoids significant adverse effects on the natural character of water bodies and the coastal environment protects areas of significant indigenous biodiversity and provides for the enhancement of environmental values.</u></i>	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.8.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
22	22.21	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Add a new objective to avoid and mitigate sediment in stormwater.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.7.1
22	22.22	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Objective I616.2(8)(d) as follows: <i>protects <u>and enhances</u> the ecological values of the receiving environment;</i>	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept	10.7.1
22	22.23	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Add a new objective that subdivision will be undertaken subject to protection required under s6(c) of the RMA and Policy 11 of the NZCPS.	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.8.3
22	22.24	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Objective I616.2(11) as follows: <i><u>Enable</u> subdivision, use and development enable the provision <u>where this provides</u> of a high quality and safe public open space network that integrates stormwater management, ecological, amenity, and recreation values.</i>	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.2
22	22.25	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Plans and/or Policies to clearly set out the location and extent of riparian areas and other areas for enhancement and protection of indigenous vegetation and habitat.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1
22	22.26	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Add a policy to encourage the use of alternatives to hard protection structures in the coastal environment.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.8.1
22	22.27	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Replace Policy I616.3(17) as follows: <i><u>Provide for riparian planting and the establishment of substantial conservation areas to enhance the North-West Wildlink.</u></i>	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
22	22.28	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Policy I616.3(18) to avoid or minimise the footprint of and number of crossings and by identifying the location of potential crossings.	FS_5 CDL Land NZ Limited - oppose FS_10 Auckland Transport - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.9.1
22	22.29	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Policy I616.3(19) as follows: <i>Require, at the time of subdivision and development, riparian planting is undertaken in the open space conservation areas as shown on Whenuapai 3 Precinct Plan 1 with of appropriate native species along...</i>	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.2
22	22.30	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Policy I616.3(20) so that any open space as shown on Precinct Plan 1 that is no longer fit for that purpose be retained or swapped to better location within the precinct for the establishment of indigenous biodiversity habitat in order to contribute to maintenance of biodiversity and support the North-West Wildlink.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.2
22	22.31	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Add a new activity classification as follows: <i>Any structure located on or abutting the esplanade reserve or open space zone identified in the Whenuapai 3 Precinct Plan 1 and 2 - NC.</i> Note that the submitter seeks additional areas to be shown on Plans.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.11.2
22	22.32	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Activity (A17) to include a new standard relating to the protection and enhancement of indigenous biodiversity.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1
22	22.33	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend the notification provisions to recognise that special circumstances may require the notification of activities which in particular relate to matters of national importance and affect the wider public generally.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.16.3
22	22.34	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Include standards to provide for areas of indigenous vegetation to be established linking to the riparian zones. These areas to be vested in the council or other methods to ensure long term protection.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
22	22.35	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Retain Standard I616.6.1(1) as proposed.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept	10.6.3
22	22.36	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Delete Standard I616.6.1(2).	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.6.3
22	22.37	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Retain the minimum 10m of riparian planting as set out in Standard I616.6.4(1) and identify areas which will be significantly wider for short lengths of the stream.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.2
22	22.38	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Standard I616.6.4(2) to set out the extent of riparian margins to be vested.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.2
22	22.39	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Retain Standard I616.6.4(6) as proposed.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept	10.9.2
22	22.40	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Delete the provision for new development in the coastal erosion setback.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.8.1
22	22.41	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Preferably locate illuminated signs away from riparian and indigenous vegetation areas.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.1
22	22.42	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Add standards requested above to section I616.8 if they do not already apply to restricted discretionary activities.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.16.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
22	22.43	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Amend Whenuapai 3 Precinct Plan 1 to show areas which will be planted to support and enhance the North-West Wildlink. Identify the extent of these areas on the plan.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept in part	10.9.2
22	22.44	Royal Forest and Bird Protection Society NZ (Forest and Bird)	Identify stream crossings on Whenuapai 3 Precinct Plan 2 consistent with the policy to avoid and minimise.	FS_5 CDL Land NZ Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.9.2
23	23.1	New Zealand Transport Agency	Supports the provisions for staged development of land within the Whenuapai Structure Plan area as provided for in Proposed PC5.	FS_5 CDL Land NZ Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.16.3
23	23.2	New Zealand Transport Agency	Supports the inclusion of I616.2 Objectives for the integration of subdivision and development with the provision of infrastructure.	FS_5 CDL Land NZ Limited - support	Accept	10.5.1
23	23.3	New Zealand Transport Agency	Supports the inclusion of Objective I616.2(6) for the integration of subdivision and development with the provision of transport infrastructure in general accordance with I616.10.2 Whenuapai 3 Precinct Plan 2.	FS_5 CDL Land NZ Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Accept	10.6.1
23	23.4	New Zealand Transport Agency	Supports the inclusion of Policies I616.3(4), (7) and (8) for the integration of subdivision and development with the provision of infrastructure.	FS_5 CDL Land NZ Limited - support	Accept in part	10.5.2
23	23.5	New Zealand Transport Agency	Supports the inclusion of the provisions for transport as set out in I616.6.2 and Activity Table I616.2.1.	FS_5 CDL Land NZ Limited - support	Accept in part	10.5.3
23	23.6	New Zealand Transport Agency	Seeks that the council adopts PC5.	FS_5 CDL Land NZ Limited - support	Accept in part	10.1.1
23	23.7	New Zealand Transport Agency	Seeks the retention of the geographical extent of PC5 and retention of the provisions within PC5 that provide for staged development of land.	FS_5 CDL Land NZ Limited - support FS_13 Mark and Sherrie Dawe - oppose	Accept	10.3
23	23.8	New Zealand Transport Agency	Seeks the retention of provisions in PC5 that require the integration of subdivision and development with the provision of local transport infrastructure that supports the effective, efficient and safe operation of the wider transport network.	FS_5 CDL Land NZ Limited - support	Accept	10.5.1
24	24.1	Stride Holdings Limited (Stride)	Supports the rezoning of 217 ha of land to residential zones.	FS_5 CDL Land NZ Limited - support	Accept in part	10.4.3
24	24.2	Stride Holdings Limited (Stride)	Supports the rezoning of 124 ha of land to Business - Light Industry.	FS_5 CDL Land NZ Limited - support	Accept in part	10.4.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
24	24.3	Stride Holdings Limited (Stride)	Supports the rezoning of 4500m2 of land to Business - Neighbourhood Centre at the intersection of Trig Road and Hobsonville Road.	FS_5 CDL Land NZ Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support and oppose FS_21 New Zealand Defence Force - oppose in part	Accept	10.4.2
24	24.4	Stride Holdings Limited (Stride)	Seeks that the proposed zoning, location and extent be approved with the exception of extending the Terrace Housing and Apartment Buildings Zone to the south of the Upper Harbour Motorway to cover more of the block bounded by the Upper Harbour Motorway, the Northwestern Motorway and Hobsonville Road.	FS_5 CDL Land NZ Limited - support FS_9 New Zealand Transport Agency - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support in part	Reject	10.4.1
24	24.5	Stride Holdings Limited (Stride)	Generally supports the provisions of the Whenuapai 3 Precinct, including the objectives, policies and rules that require infrastructure and roading networks to be integrated, comprehensive and coordinated with the development in the precinct.	FS_5 CDL Land NZ Limited - support FS_10 Auckland Transport - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support in part	Accept	10.1.2
24	24.6	Stride Holdings Limited (Stride)	Opposes Rule I616.4 (A15) which provides for "activities not otherwise provided for" as a discretionary activity.	FS_5 CDL Land NZ Limited - support	Accept in part	10.15
24	24.7	Stride Holdings Limited (Stride)	Seeks that the objectives, policies and rules relating to the provision of infrastructure be approved.	FS_5 CDL Land NZ Limited - support FS_10 Auckland Transport - support	Accept	10.5.1
24	24.8	Stride Holdings Limited (Stride)	Seeks that Rule I616.4.1 (A15) be amended to provide for "activities not otherwise provided for" as a non-complying activity.	FS_5 CDL Land NZ Limited - support	Accept in part	10.15
24	24.9	Stride Holdings Limited (Stride)	Seeks the deletion of activities I616.4.1 (A7), (A8), (A9), (A10) and (A11) so that the underlying zone provisions apply.	FS_5 CDL Land NZ Limited - support	Reject	10.15
24	24.10	Stride Holdings Limited (Stride)	Seek such other relief and/or amendments to the Plan Change as may be necessary to address the concerns outlined in the submission	FS_5 CDL Land NZ Limited - support	Accept in part	10.16.1
25	25.1	Heritage New Zealand Pouhere Taonga	Accept the plan change with amendments.		Accept in part	10.1.1
25	25.2	Heritage New Zealand Pouhere Taonga	Strongly supports the scheduling of Clarks Lane as a Historic Heritage Area and the scheduling of the Whenuapai anti-aircraft battery.		Accept	10.14
25	25.3	Heritage New Zealand Pouhere Taonga	Seeks that development within the Whenuapai 3 Precinct is encouraged to respond positively with the scheduled Historic Heritage Area and Historic Heritage Place.		Reject	10.14

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
25	25.4	Heritage New Zealand Pouhere Taonga	Seeks that potential unrecorded archaeology in the coastal and riparian areas is recognised and provided for within the precinct provisions.		Reject	10.14
25	25.5	Heritage New Zealand Pouhere Taonga	Seeks that a further field survey in the coastal area be undertaken and that known sites and any further archaeological sites identified should then be provided for within the policy framework of the precinct, particularly the objectives and policies of the open space in the precinct and in the provision for coastal esplanades and open space areas.		Reject	10.14
25	25.6	Heritage New Zealand Pouhere Taonga	Retain the Clarks Lane workers' residences as a Historic Heritage Area and the Whenuapai anti-aircraft battery as a Historic Heritage Place.		Accept	10.14
25	25.7	Heritage New Zealand Pouhere Taonga	Amend the precinct provisions to include reference to the historic heritage of the area including development sympathetic to the scheduled historic heritage area and place, and incorporating archaeological consideration in the provision of open space.		Reject	10.14
25	25.8	Heritage New Zealand Pouhere Taonga	Amend the precinct description to include reference to the area's varied and important history. For example: <i>The purpose of this precinct is for the area to be developed as a liveable, compact and accessible community with a mix of high quality residential and employment opportunities, while taking into account the natural <u>and historic</u> environment and the proximity of the Whenuapai airbase.</i> <u>Historic Heritage</u> <i>The precinct area has an extensive and varied history. The Clarks Lane Historic Heritage Area and the Whenuapai heavy anti-aircraft battery are within the precinct area, as well as a number of recorded and potentially unrecorded archaeological sites.</i> <i>Development is encouraged to positively respond and interact with the scheduled historic heritage in the precinct area.</i>		Reject	10.14
25	25.9	Heritage New Zealand Pouhere Taonga	Amend Objective I616.2(2) as follows: <i>Subdivision, use and development achieves a well-connected, safe and healthy environment for living and working with an emphasis on the public realm including parks, roads, walkways and the natural <u>and historic</u> environment.</i>		Reject	10.14
25	25.10	Heritage New Zealand Pouhere Taonga	Amend Objective I616.2(11) as follows: <i>Subdivision, use and development enable the provision of a high quality and safe open space network that integrates stormwater management, ecological, archaeological, amenity, and recreation values.</i>		Reject.	10.14
25	25.11	Heritage New Zealand Pouhere Taonga	Add a new Policy I616.3(X): <i>Encourage subdivision, use and development to protect the ecological, archaeological, historic heritage, amenity, and recreation values of the area.</i>		Reject.	10.14
26	26.1	GRP Management Limited	Accept the plan change with amendments.		Accept in part	10.1.1
26	26.2	GRP Management Limited	The proposed zoning of Mixed Housing Urban on 12 Sinton Road is supported	FS_17 Cabra Developments Limited - oppose	Accept	10.4.2
26	26.3	GRP Management Limited	Seeks deletion of the permanent stream identified along the south-western boundary of 12 Sinton Road, Hobsonville, from Whenuapai 3 Precinct Plan 1.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.9.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
26	26.4	GRP Management Limited	Seeks the deletion of the three indicative cul-de-sacs in Area 1D as identified on Whenuapai 3 Precinct Plan 2.	FS_17 Cabra Developments Limited - support	Accept	10.6.5
26	26.5	GRP Management Limited	Seeks the deletion of the collector road that is identified as an existing collector road and parallel to Clarks Lane from Whenuapai 3 Precinct Plan 2.	FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Accept	10.6.5
26	26.6	GRP Management Limited	Seeks the deletion of one of the secondary loops of Sinton Road, identified as an existing collector road on Whenuapai 3 Precinct Plan 2.	FS_9 New Zealand Transport Agency - support FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Accept	10.6.5
26	26.7	GRP Management Limited	Seeks the deletion of, or clarity around, the indicative collector road that crosses SH18 but lies outside of the precinct plan area.	FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Reject	10.6.5
27	27.1	Mark Dawe	Accept the plan change with amendments.		Accept in part	10.1.1
27	27.2	Mark Dawe	Seeks an increase in the area of Light Industry land to be rezoned.	FS_8 Tim and Stephanie Woodward - support FS_12 Rebecca Dawe - support FS_14 Kristina Dobson - support FS_16 Ryan Dobson - support FS_18 Mario Walsh - support FS_19 Katherine McCallum - support	Out of scope	10.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
27	27.3	Mark Dawe	Seeks the inclusion of 3, 5 and 7 Spedding Road and 84, 88 and 90 Trig Road to the current plan change area.	FS_11 Nicola Flemming - support FS_12 Rebecca Dawe - support FS_14 Kristina Dobson - support FS_16 Ryan Dobson - support FS_18 Mario Walsh - support FS_19 Katherine McCallum - support	Out of scope	10.2
27	27.4	Mark Dawe	Seeks the inclusion of 3, 5 and 7 Spedding Road and 84, 88 and 90 Trig Road, and other properties within the Housing Infrastructure Fund area, to the current plan change area, perhaps with the proviso that development cannot start until such time as the Whenuapai pump station is nearing completion.		Out of scope	10.2
28	28.1	Peter and Helen Panayidou	Accept the plan change with amendments.		Accept in part	10.1.1
28	28.2	Peter and Helen Panayidou	Support the proposed zoning of 82 Hobsonville Road as Mixed Housing Urban and endorse the adoption of the Mixed Housing Urban Zone activities and standards in the Auckland Unitary Plan (Operative in Part).		Accept	10.4.2
28	28.3	Peter and Helen Panayidou	Seeks confirmation of the zoning of 82 Hobsonville Road as Mixed Housing Urban.		Accept	10.4.2
28	28.4	Peter and Helen Panayidou	Seeks to relocate the indicative open space from 82 Hobsonville Road to an alternative site that provides a more logical end to the walking tracks and connections that will be provided throughout the area. Options for alternative sites include those not required to set land aside to facilitate the development of the precinct and those located at the end of waterways. Or, seek that council provide confirmation that the planting and vesting of riparian margins will be deemed to have met the 'indicative open space' requirement and that no further public open space is required on that site	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support in part	Reject	10.11.1
28	28.5	Peter and Helen Panayidou	Seeks that the plan provisions be amended to allow for development of sites that already have full road frontage to an existing public road.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support in part	Reject	10.6.6
28	28.6	Peter and Helen Panayidou	Seeks that any contributions made towards upgrading infrastructure within the precinct are taken into account and offset by any future contributions.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.4
28	28.7	Peter and Helen Panayidou	Seeks consequential relief necessary to give effect to the submission		Accept in part	10.16.1
29	29.1	Ockleston Investments Limited	Accept the plan change with amendments.		Accept in part	10.1.1
29	29.2	Ockleston Investments Limited	The proposed zoning of Terraced Housing and Apartment Building on 1 Ockleston Landing is supported		Accept	10.4.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
29	29.3	Ockleston Investments Limited	Seeks the deletion of the collector road along the western boundary of 1 Ockleston Landing as identified on Whenuapai 3 Precinct Plan 2 as the road does not exist.	FS_10 Auckland Transport - support in part	Accept	10.6.5
29	29.4	Ockleston Investments Limited	Seeks the deletion of the three indicative coastal cul-de-sacs in Area 1D as identified on Whenuapai 3 Precinct Plan 2.	FS_17 Cabra Developments Limited - support	Accept	10.6.5
29	29.5	Ockleston Investments Limited	Seeks the deletion of the cul-de-sac collector road that is parallel to Clarks Lane, identified as an existing collector on Whenuapai 3 Precinct Plan 2.		Accept	10.6.5
29	29.6	Ockleston Investments Limited	Seeks the deletion of one of the secondary loops of Sinton Road, identified as an existing collector road on Whenuapai 3 Precinct Plan 2.	FS_9 New Zealand Transport Agency - support FS_10 Auckland Transport - support in part	Accept	10.6.5
29	29.7	Ockleston Investments Limited	Seeks the deletion of, or clarity around, the indicative collector road that crosses SH18 but lies outside of the precinct plan area.	FS_10 Auckland Transport - support in part	Reject	10.6.5
30	30.1	Dave Allen	Accept the plan change with amendments.		Accept in part	10.1.1
30	30.2	Dave Allen	Opposes the extent of affected parties identified; in particular those who live nearby in a no-exit street must pass through the plan change area but did not receive a notification letter.		Reject	10.16.3
30	30.3	Dave Allen	Opposes the increased stormwater runoff due to the rezoning as it will adversely affect the water quality of the harbour.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept in part	10.7.3
30	30.4	Dave Allen	Opposes the traffic congestion due to the lack of upgrades.		Reject	10.6.6
30	30.5	Dave Allen	There is no concept for a roundabout at the intersection of Kauri and Brigham Creek Roads.		Reject	10.6.6
30	30.6	Dave Allen	There are no areas set aside to increase biodiversity values and recognise the North-West Wildlink.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Reject	10.9.1
30	30.7	Dave Allen	There are insufficient park or reserve areas for recreation.		Reject	10.11.1
30	30.8	Dave Allen	The noise from the airfield will adversely affect far outside the sound contours indicated which anyway are highly theoretical and not based on actual measurements, nor do they take into account what aircraft engines might be used in the future.	FS_21 New Zealand Defence Force - oppose	Reject	10.13.3
31	31.1	Jack N and Gillian M Shepherd	Decline the plan change or amend.		Reject	10.1.3
31	31.2	Jack N and Gillian M Shepherd	Seeks the removal of the Light Industry Zone.		Reject	10.4.4
31	31.3	Jack N and Gillian M Shepherd	Seeks less housing.		Reject	10.4.4
31	31.4	Jack N and Gillian M Shepherd	Seeks a park or play area as previously planned for the area.		Accept	10.11.1
32	32.1	Ming Ma	Accept the Plan Change/Variation with amendments as outlined below.		Accept in part	10.1.1
32	32.2	Ming Ma	Support the proposed zoning of predominately Mixed Housing Urban zone with a strip of Single House zone adjoining the estuary on 12 Sinton Road	FS_17 Cabra Developments Limited - oppose	Accept	10.4.2
32	32.3	Ming Ma	Delete the permanent stream that is identified on the adjacent site at 12 Sinton Road on the Whenuapai 3 Precinct Plan 1		Reject	10.10
32	32.4	Ming Ma	Delete the three coastal cul-de-sac indicative collector roads in Area 1D as identified on the Whenuapai 3 Precinct Plan 2	FS_17 Cabra Developments Limited - support	Accept	10.6.5

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
32	32.5	Ming Ma	Delete the cul-de-sac collector road that is parallel to Clarkes Lane identified as an existing collector road on the Whenuapai 3 Precinct Plan 2	FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Accept	10.6.5
32	32.6	Ming Ma	Seeks the deletion of one of the secondary loops of Sinton Road, identified as an existing collector road on Whenuapai 3 Precinct Plan 2.	FS_9 New Zealand Transport Agency - support FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Accept	10.6.5
32	32.7	Ming Ma	Delete or provide clarity around the indicative road that crosses over SH18 but lies outside of the Precinct Plan area.	FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Reject	10.6.5
33	33.1	Sinton Developments	Accept the Plan Change/Variation with amendments.		Accept in part	10.1.1
33	33.2	Sinton Developments	Support the proposed zoning of predominately Mixed Housing Urban zone with a strip of Single House zone adjoining the estuary on 18 Sinton Road	FS_17 Cabra Developments Limited - oppose	Accept	10.4.2
33	33.3	Sinton Developments	Delete the indicative collector road that is located along the southern boundary of 18 Sinton Road as identified in Whenuapai 3 Precinct Plan 2.	FS_10 Auckland Transport - oppose	Reject	10.6.5
33	33.4	Sinton Developments	Delete the three coastal cul-de-sac indicative collector roads in Area 1D as identified on the Whenuapai 3 Precinct Plan 2	FS_17 Cabra Developments Limited - support	Accept	10.6.5
33	33.5	Sinton Developments	Delete the cul-de-sac road that is parallel to Clarkes Lane as identified as an existing collector on the Whenuapai 3 Precinct Plan 2	FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Accept	10.6.5
33	33.6	Sinton Developments	Delete one of the secondary loops on Sinton Road that is identified as an existing collector on the Whenuapai 3 Precinct Plan 2	FS_9 New Zealand Transport Agency - support FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Accept	10.6.5
33	33.7	Sinton Developments	Delete or provide clarity around the indicative collector road that crosses over SH18 but lies outside the Precinct Plan area	FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Reject	10.6.5
33	33.8	Sinton Developments	Consider alternative options to the re-aligning Sinton Road as described in Attachment 2 of the submission	FS_9 New Zealand Transport Agency - oppose FS_17 Cabra Developments Limited - support	Reject	10.6.5

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
34	34.1	Charles Ku	Accept the Plan Change with Amendments as outlined in this submission, with such other relief and consequential amendments as to give effect to the relief sought in this submission		Accept in part	10.16.1
34	34.2	Charles Ku	Support proposed zoning map, particularly as it relates to the property at 55 Trig Road being zoned Light Industry		Accept	10.4.2
34	34.3	Charles Ku	Seek amendments to I616.10.1. Whenuapai Precinct Plan 1 to; Correct error in title, and request the removal of the Intermittent stream identified on property at 55 Trig Road	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.9.2
34	34.4	Charles Ku	Seek amendments to Precinct Plan 2 in relation to the extension of the Speeding Road Arterial into the properties adjoining and to the South of 55 Trig Road. Either the precinct plan indicates that this arterial will be designated if retained in its proposed position or it is repositioned to be wholly or partly in the property at 55 Trig Rd	FS_10 Auckland Transport - oppose	Reject	10.6.5
34	34.5	Charles Ku	Seek amendments to I616.1. Precinct Description. Amend paragraph headed "Integration of Subdivision and Development with Infrastructure" - deleting the sentence "The primary responsibility for funding of local infrastructure lies with the applicant for subdivision and/or development" and redraft the paragraph specifying the funding of local infrastructure will be shared equitably in accordance with relative demands on infrastructure provision.	FS_10 Auckland Transport - support in part FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.4
34	34.6	Charles Ku	Seek amendment to I616.1 Precinct description. Amend paragraph headed 'Transport' to recognise the designation of roads by Council or AT is alternative way to achieve the proposed transport network through structure plan, particularly in relation to arterial roads.	FS_10 Auckland Transport - support in part and oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.5
34	34.7	Charles Ku	Seek amendment to I616.1 Precinct description. Seek amendment to paragraph headed 'Open Space' to be more specific about the proposed purposes of the Open Space network proposed.		Reject	10.11.2
34	34.8	Charles Ku	Seek amendments to I616.2. Objectives (3) as follows : "Subdivision and development does not occur in advance of the availability of transport infrastructure necessary to service that subdivision and development, including regional and local transport infrastructure" or otherwise specify that development can occur ahead of regional and local transport infrastructure where developers provide an alternative measure for the provision of the upgrade works.	FS_10 Auckland Transport - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.1
34	34.9	Charles Ku	Seek amendments to I616.2. Objectives (6) as follows" Unless already implemented, subdivision and development implements the transport network connections and elements as shown on Whenuapai 3 Precinct Plan 2, to the extent necessary to service that subdivision or development, and takes into account the regional and local transport network" or otherwise to specify that the infrastructure elements are only required insofar as they relate to that particular subdivision or development		Reject	10.6.1
34	34.10	Charles Ku	Seek amendment to Policy I616.3 (7) as follows "Require subdivision and development.....Whenuapai 3 Precinct Plan 2 to the extent necessary to service that subdivision or development" or otherwise to specify that the infrastructure elements are only required insofar as they relate to that particular subdivision or development	FS_10 Auckland Transport - oppose	Reject	10.5.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
34	34.11	Charles Ku	Seek amendments to Policy (8) as follows "Require the provision of new collector roads and upgrades of existing roads generally in the locations and alignments as shown on...the location and alignment of collector roads allowed where the realigned road will provide an equivalent transport function. For the avoidance of doubt, this may mean locations and alignments of roading on different allotments to those shown on the Precinct Plan" or otherwise to provide for flexibility in the final positions and alignments of roads and to differentiate between function and benefits of collector and arterial roads.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept in part	10.6.2
34	34.12	Charles Ku	Seek amendments to Policy I616.3 (13) as follows "Require development to (13) manage the flood risk of new buildings locating in the 1 per cent annual exceedance probability (a)(AEP) floodplain;..."		Reject	10.7.1
34	34.13	Charles Ku	Insert a new activity in the table under Subdivision as a restricted discretionary activity as follows: "Subdivision that complies with Standards at I616.6.2 and I616.6 - RD		Reject	10.15
34	34.14	Charles Ku	Seek amendments to I616.6.2 to redraft including clause 1 to make it clear that subdivision and development must meet its proportional share of funding local infrastructure works, unless otherwise provided for by clauses 2 and 3. Otherwise support the ability for alternative measures as set out in clauses 2 and 3 .	FS_10 Auckland Transport - support in part	Accept in part	10.5.3
34	34.15	Charles Ku	Seek amendments to Table I616.6.2. that the areas 1A - 1E are not sequential but only dependent on the provision of the local transport infrastructure required in the table, or alternatives as determined under I616.6.2 clauses 2 and 3.		Accept in part	10.5.3
34	34.16	Charles Ku	Seek amendments to I616.6.3 (2) as follows "(2) all new buildings containing habitable floor levels must be located outside of the 1 per cent AEP floodplain and overland flow path".		Reject	10.7.1
34	34.17	Charles Ku	Seek amendments to I616.6.4 Riparian Planting to specify that the clause does not apply to intermittent streams.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.9.2
34	34.18	Charles Ku	Seek amendments to I616.6.8 to require that where the Precinct Plan shows an indicative road adjoin an allotment, that road shall be provided in a manner to serve (provide frontage to) both the parent lot on which the road is located and the lot which it adjoins.		Reject	10.6.4
34	34.19	Charles Ku	Seek amendments to rule I616.6.8 to better achieve policy I616.3. (8) subject to amendments to that policy sought in this submission. This includes specifying that new roads shall be 'generally' provided in the locations and alignments shown on the Precinct Plan, and that these road locations and alignments are indicative.		Reject	10.6.4
34	34.20	Charles Ku	Seek amendments to I616.6.11. Light clause (b) as follows "... (b) outside illumination of any structure or feature by up lit floodlights"		Accept in part	10.12.2
34	34.21	Charles Ku	Seek amendments to I616.8.2. Assessment Criteria, amend 1(a) as follows (a) the extent to which any subdivision or development layout is generally consistent with and provides for the upgraded roads and new indicative collector roads shown on the Whenuapai 3 Precinct Plan 2;..."		Reject	10.6.2
34	34.22	Charles Ku	Delete criterion I616.8.2 1(d)		Reject	10.11.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
34	34.23	Charles Ku	Insert a new criterion to I616.8.2 to deal with circumstances where the Precinct Plan shows an indicative road adjoining an allotment. In these circumstances the subdivision shall demonstrate how the road serves (provides frontage) both the parent lot on which the road is located and the lot which it adjoins.		Reject	10.6.4
35	35.1	Sheng Xin Property Investment Limited	Accept the plan change with amendments.	FS_5 CDL Land NZ Limited - support	Accept in part	10.1.1
35	35.2	Sheng Xin Property Investment Limited	Support the location of the Collector Road (Section I616.10.2) although the location of the road will not enable development as the location of the stream and requirement for riparian planting will leave insufficient depth between the road and stream.	FS_5 CDL Land NZ Limited - support FS_10 Auckland Transport - support in part	Accept in part	10.6.5
35	35.3	Sheng Xin Property Investment Limited	Subject to the acceptance of relief specified in their submission, support the proposed zoning of the Whenuapai Plan change area.	FS_5 CDL Land NZ Limited - support	Accept in part	10.4.3
35	35.4	Sheng Xin Property Investment Limited	Seek clarification around the requirements to upgrade transport infrastructure through subdivision process, primarily with respect to the identified upgrades needed in support of the future development of Area 1A	FS_5 CDL Land NZ Limited - support FS_10 Auckland Transport - support in part	Accept in part	10.5.3
35	35.5	Sheng Xin Property Investment Limited	Request the 'General Cost' section is reworded to provide certainty around Transport Infrastructure upgrade requirements. The total expected cost for the upgrades need to be identified and made publicly available. The total costs should categorise the various components with particular reference made to the cost of land acquisitions in isolation from the estimated construction costs.	FS_5 CDL Land NZ Limited - support	Accept in part	10.5.3
35	35.6	Sheng Xin Property Investment Limited	Request the inclusion of a definition of "Proportional Share' as follows "Proportional Share" is a value of the overall costs identified for the upgrades of the respective sub-area. The overall costs are then divided between the sub-area, with such costs determined by the lot size and indented zone of the AUP-OP."	FS_5 CDL Land NZ Limited - support	Reject	10.5.3
35	35.7	Sheng Xin Property Investment Limited	Seek amendments to I616.6.2 (2) Transport infrastructure requirements as follows "Where the applicant,... must be provided. The Applicant must demonstrate how their alternative measures achieve the proportional share of costs determined for their respective sites by Council. Council will consider the following in their determination of costs: a) The cost of land needed for a proposed Collector Road; b) The payment of a localised development contribution or levy; c) Construction costs associated with a Collector Road; d) Contribution of costs relating to the upgrading of identified intersections."	FS_5 CDL Land NZ Limited - support	Reject	10.5.3
35	35.8	Sheng Xin Property Investment Limited	Seek clarification on the definition and intended outcome of standard I616.6.8(1). Believe this standard should be amended as follows "Development and subdivision occurring adjacent to an existing road must upgrade the proportion of the road to the centreline adjoining the development site where subdivision and development is to occur. In the event that the other side of the road is not within Stage 1 of PC5, the entire width of the road must be upgraded."	FS_5 CDL Land NZ Limited - support FS_10 Auckland Transport - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.6.4

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
35	35.9	Sheng Xin Property Investment Limited	Amend I616.6.8 to add at the bottom "For the purpose of clarity with respect to Standard I616.6.8(2) above, the term road excludes collector and arterial roads identified on I616.10.2 Whenuapai 3 Precinct Plan 2."	FS_5 CDL Land NZ Limited - support	Reject	10.6.4
36	36.1	CDL Land New Zealand Limited (CDL)	Amend the proposed zoning of land within Stage 1A, change the zone of the land west of Trig Rd south to Business - Mixed Use Zone	FS_9 New Zealand Transport Agency - oppose FS_15 Stride Holdings Limited - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.4.2
36	36.2	CDL Land New Zealand Limited (CDL)	Seeks amendments to Precinct Plan 2, the proposed collector road through the western block of stage 1A should be amended to provide access into the western block of stage 1A from both Trig Rd south and Hobsonville Rd. It is not necessary or appropriate to prescribe an internal road layout at this stage and doing so might compromise or constrain the comprehensive and logical future development of the land. A revised Precinct Plan 2 is included at Appendix 1 of the submission.	FS_10 Auckland Transport - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.5
36	36.3	CDL Land New Zealand Limited (CDL)	The collector road shown on Precinct Plan 2 in 1A which differs from that proposed in the Draft Plan Change should be realigned in accordance with the ITA identifying a route from the proposed new intersection of Trig Rd/Hobsonville Rd. A revised Precinct Plan 2 is included at Appendix 1 of the submission.	FS_10 Auckland Transport - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.5
36	36.4	CDL Land New Zealand Limited (CDL)	CDL seeks incorporation into Precinct Plan 2 of an identified vehicular access point to its land from Hobsonville Road. This could utilise an existing crossing location for access at either 4 or 30 Hobsonville road and be annotated with "intersection upgrade" notation as per the proposed Precinct Plan 2. A revised Precinct Plan 2 is included at Appendix 1 of the submission.	FS_10 Auckland Transport - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.5
36	36.5	CDL Land New Zealand Limited (CDL)	Oppose the extent of streams (both permanent and intermittent) as annotated on Precinct Plan 1. A revised Precinct Plan 1 is included at Appendix 1 of the submission.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.9.2
36	36.6	CDL Land New Zealand Limited (CDL)	Seek amendments to the precinct provisions around including the 'Proximity to Westgate Metropolitan Centre'.	FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.16.3
36	36.7	CDL Land New Zealand Limited (CDL)	Seek amendments to the precinct provisions around 'Reference to Funding Mechanisms', the precinct provisions would be better suited to identifying the specific infrastructure projects that are necessary to service precinct development and establishing a framework for assessment and implementation of those projects, or suitable alternatives that facilitates and enables development to occur within an appropriate timeframe	FS_7 Charles Ku - support FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
36	36.8	CDL Land New Zealand Limited (CDL)	Seek amendments to the precinct provisions around 'Delivery of Transport Infrastructure Upgrades', establish an assessment framework for transport projects whereby developers provide either the identified upgrades or suitable alternatives, including interim measures until Auckland Transport can deliver the identified upgrades. This is particularly relevant where the delivery of upgrades is outside the control of the subject developer. This assessment framework could be implemented via a restricted discretionary activity consent application.	FS_7 Charles Ku - support FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.3
36	36.9	CDL Land New Zealand Limited (CDL)	Seek amendments to precinct provisions around 'Streams and Riparian Margins', oppose the inclusion of all watercourses and overland flow paths on the precinct plans that are not significant. There are provisions in the AUP that manage development over or near watercourses. Riparian margins ought to be assessed on a case-by-case basis, having regard to the catchment management plan for the area.	FS_7 Charles Ku - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.9.2
36	36.10	CDL Land New Zealand Limited (CDL)	Oppose the introduction of precinct provisions relating to stormwater and some flooding or hazard management, since the matters are comprehensively addressed through the Auckland-wide chapters of the Auckland Unitary Plan.	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.7.1
36	36.11	CDL Land New Zealand Limited (CDL)	Seek amendments to precinct provisions, particularly the 'Activity status within Rule I616.4.1'. Consider that subdivision and activities within the precinct ought to be permitted (under the precinct provisions) where they comply with all relevant standards, which is an approach adopted throughout the AUP.	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.12	CDL Land New Zealand Limited (CDL)	Where there are departures from precinct plans or non-compliance with standards proposed, a limited assessment of proposals as a restricted discretionary activity is appropriate. Support assessment criteria proposed at I616.8.2 as a comprehensive yet targeted set of matters to be addressed when considering subdivision or development in the precinct area	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept in part	10.16.3
36	36.13	CDL Land New Zealand Limited (CDL)	Amend the proposed Precinct provisions to give effect to this submission. One way of giving effect to the relief sought would be to make amendments as per marked-up document attached as Appendix 1 in the submission.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept in part	10.16.1
36	36.14	CDL Land New Zealand Limited (CDL)	Seeking all consequential or alternative relief to give effect to the specific amendments in the submission.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept in part	10.16.1
36	36.15	CDL Land New Zealand Limited (CDL)	Seek amendments; add additional content into I616.1. Precinct Description ... <i>The purpose of the precinct is for the area to be developed as a liveable, compact and accessible community with a mix of high quality residential and employment opportunities, while taking into account the natural environment and the proximity of the <u>Westgate Metropolitan Centre and Whenuapai Airbase...</u></i>	FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.16.3

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36	36.16	CDL Land New Zealand Limited (CDL)	<p>Seek amendments to I616.1. Precinct Description, under 'Development of this precinct is directed by Whenuapai 3 Precinct Plans 1, 2 and 3. Whenuapai 3 Precinct Plan 1 shows:'</p> <p><input type="checkbox"/> <i>indicative open space, esplanade reserves and coastal esplanade reserves;</i></p> <p><input type="checkbox"/> <i>the extent of the permanent and intermittent stream network that is to be retained when the land is developed, including streams wider than three metres; and</i></p> <p><input type="checkbox"/> <i>the Whenuapai 3 coastal erosion setback yard.</i></p>	<p>FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part</p> <p>FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support</p>	Reject	10.9.2
36	36.17	CDL Land New Zealand Limited (CDL)	<p>Seek amendments to I616.1. Precinct Description, 'Integration of Subdivision and Development with Infrastructure'</p> <p><i>The comprehensive and coordinated approach to subdivision, use and development outlined in the precinct is a consequence of the reflects the size and significant amount of infrastructure required to enable subdivision and development. Funding of all required infrastructure is critical to achieving the integrated management of the precinct. The primary responsibility for funding of local infrastructure lies with the applicant for subdivision and/or development. The council may work with developers to agree development funding agreements for the provision of infrastructure, known as Infrastructure Funding Agreements. These agreements define funding accountabilities, who delivers the works, timings and securities, amongst other matters.</i></p>	<p>FS_17 Cabra Developments Limited - support</p> <p>FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support</p>	Reject	10.5.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
36	36.18	CDL Land New Zealand Limited (CDL)	<p>Seek amendments; amendments to I616. Whenuapai 3 Precinct, I616.1. Precinct Description, 'Transport'</p> <p><i>Transport</i></p> <p><i>Whenuapai 3 Precinct is split into five areas, 1A-1E, based on the local transport infrastructure upgrades required to enable the transport network to support development in the areas. These upgrades are identified in Table I616.6.2.1 and are <u>to be implemented prior to or in conjunction with urban development</u>. required be in place prior to development going ahead. The cost of these transport infrastructure upgrades are to be proportionally shared across each area as development progresses. If these upgrades are not implemented prior to or in conjunction with urban development in place prior to development occurring developers are able to provide an alternative means of access which does not compromise the function and achievement of Auckland Transport's proposed project(s). <u>measure for the provision of the upgrade works.</u></i></p> <p>This may include an agreement with the council to ensure that the local share of the upgrade works attributable to the development is provided for. This could include an Infrastructure Funding Agreement or some alternative funding mechanism.</p> <p>Where there is an Auckland Transport project to provide the new or upgraded roads, developers may be required to contribute to it in part. Where a development proceeds ahead of an Auckland Transport project, the developer is required to work with Auckland Transport to ensure that the Auckland Transport project(s) is not precluded by the development.</p>	<p>FS_17 Cabra Developments Limited - support</p> <p>FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support</p>	Reject	10.5.3
36	36.19	CDL Land New Zealand Limited (CDL)	<p>Seek amendments to I616.1. Precinct Description, 'Stormwater Management'</p> <p><i>Stormwater Management</i></p> <p><i>Stormwater management within the precinct is guided by the Whenuapai 3 Precinct Stormwater Management Plan (2017). This assessment has identified that the streams and coastal waters within the precinct are degraded and sensitive to changes in land use and stormwater flows. As <u>a result of these findings</u>, part of the stormwater management approach, stormwater treatment requirements and the stormwater management area control – Flow 1 <u>overlay has have</u> been applied to the precinct <u>and these Auckland-wide provisions will ensure development in the precinct is cognisant of its sensitive receiving environment.</u></i></p> <p>...</p>	<p>FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support</p>	Reject	10.7.1
36	36.20	CDL Land New Zealand Limited (CDL)	<p>Seek amendments to I616.1. Precinct Description, 'Zoning'</p> <p><i>Zoning</i></p> <p><i>The zoning of the land within this precinct is Residential – Single House, Residential – Mixed Housing Urban, Residential – Terrace Housing and Apartment Buildings, <u>Business – Mixed Use</u>, Business – Light Industry, Business – Neighbourhood Centre, Open Space – Informal Recreation, Open Space – Conservation and Special Purpose – Airports and Airfields zones.</i></p> <p>....</p>	<p>FS_15 Stride Holdings Limited - oppose</p> <p>FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support</p>	Reject	10.4.2

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
36	36.21	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.2. Objectives <i>(1) Subdivision, use and development in the Whenuapai 3 Precinct is undertaken in a comprehensive and integrated way to provide for a compatible mix of residential living and employment opportunities while recognising <u>the proximity of parts of the precinct to the Westgate Metropolitan Centre and the strategic importance of Whenuapai Airbase.</u></i>	FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.16.3
36	36.22	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.2. Objectives, delete objective (3) <i>(3) Subdivision and development does not occur in advance of the availability of transport infrastructure, including regional and local transport infrastructure.</i>	FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.1
36	36.23	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.2. Objectives, Transport; <i>(6) Subdivision and development <u>reflects and does not compromise implementation of</u> implements the transport network connections and elements as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.1
36	36.24	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.3. Policies <i>(4) Encourage intensive development in the immediate vicinity of the Westgate Metropolitan Centre.</i>	FS_15 Stride Holdings Limited - support in part FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.16.3
36	36.25	CDL Land New Zealand Limited (CDL)	Seek amendments, delete policy I616.3(7) Integration of Subdivision and Development with the Provision of Infrastructure; <i>(7) Require the provision of infrastructure to be proportionally shared across the precinct.</i>	FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.2
36	36.26	CDL Land New Zealand Limited (CDL)	Seek amendments, delete Policy I616.3(8) Integration of Subdivision and Development with the Provision of Infrastructure <i>(8) Require subdivision and development to provide the local transport network infrastructure necessary to support the development of the areas 1A-1E shown in Whenuapai 3 Precinct Plan 2.</i>	FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept	10.5.2

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36	36.27	CDL Land New Zealand Limited (CDL)	Seek amendments to policy I616.3.(9) Transport <i>(9) Require the provision of new roads and upgrades of existing roads as shown on Whenuapai 3 Precinct Plan 2 through subdivision and development, with amendments to the location and alignment of collector roads only allowed where the realigned road will provide an equivalent transport function.</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.2
36	36.28	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.3. Stormwater Management, delete policy (14) <i>(14) Require development to:</i> <i>(a) avoid locating new buildings in the 1 per cent annual exceedance probability (AEP) floodplain;</i> <i>(b) avoid increasing flood risk; and</i> <i>(c) mitigate existing flood risk where practicable.</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.7.1
36	36.29	CDL Land New Zealand Limited (CDL)	Seek amendments to policy I616.3.(20) Biodiversity; <i>(20) Require, at the time of subdivision and development, riparian planting of appropriate native species along the edge of <u>identified</u> permanent and intermittent streams and wetlands to:</i> ...	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.9.2
36	36.30	CDL Land New Zealand Limited (CDL)	Seek amendments policy I616.3.(22) Open Space <i>(22) <u>Only a</u> Allow amendments to the location and alignment of the open space where the amended open space can be demonstrated to achieve the same size and the equivalent functionality.</i>	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Accept	10.11.2
36	36.31	CDL Land New Zealand Limited (CDL)	Seek amendments; delete 'Note' in I616.4. Activity table <i>The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I616.4.1 Activity table below. Table I616.4.1 specifies the activity status of land use and subdivision activities in the Whenuapai 3 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991. Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.</i>	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.32	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete (A1) <i>(A1) Subdivision listed in Chapter E38 Subdivision – Urban</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.33	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, add a new activity (A1) <i>(A1) Subdivision in accordance with all the Standards contained in I616.6 and in accordance with the Precinct Plans 1, 2 and 3</i> <u>P</u>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15

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36	36.34	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, amend activity (A2) (A2) Subdivision that does not comply with any one or more of the Standards contained in I616.6 I616.6.2 Transport infrastructure requirements NG RD	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.35	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A3) (A3) Subdivision that complies with Standard I616.6.2 Transport infrastructure requirements, but not complying with any one or more of the other standards contained in Standards I616.6 D	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.36	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A7) (A7) Activities listed as permitted or restricted discretionary activities in Table H3.4.1 Activity table in the Residential – Single House Zone	FS_15 Stride Holdings Limited - support FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.37	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A8) (A8) Activities listed as permitted or restricted discretionary activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone	FS_15 Stride Holdings Limited - support FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.38	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A9) (A9) Activities listed as permitted or restricted discretionary activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone	FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.39	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A10) (A10) Activities listed as permitted or restricted discretionary activities in Table H12.4.1 Activity table in the Business – Neighbourhood Centre Zone	FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.40	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A11) (A11) Activities listed as permitted or restricted discretionary activities in Table H17.4.1 Activity table in the Business – Light Industry Zone	FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
36	36.41	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A12) (A12) Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Informal Recreation	FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.42	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, delete activity (A13) (A13) Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Conservation	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_15 Stride Holdings Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.43	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, amend activity (A16) <i>(A16) Activities that comply with:</i> <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • <i>Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and</i> • <i>Standard I616.6.10 Development within the aircraft engine testing noise boundaries;</i> <i>but do not comply with any one or more of the other standards contained in Standards I616.6</i> <i>D RD</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.44	CDL Land New Zealand Limited (CDL)	Seek amendments to Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct, amend activity (A17) <i>(A17) Activities that do not comply with:</i> <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • <i>Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and</i> • <i>Standard I616.6.10 Development within the aircraft engine testing noise boundaries</i> <i>NC</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.15
36	36.45	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.6.2. Transport infrastructure requirements, amend (1) <i>(1) All subdivision and development <u>must be aligned with delivery of the meet-its-proportional-share</u> of local infrastructure works as identified in Table I616.6.2.1 below unless otherwise provided for by (2) and (3) below.</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.5.3

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36	36.46	CDL Land New Zealand Limited (CDL)	<p>Seek amendments to I616.6.2. Transport infrastructure requirements, delete (3)</p> <p>(3) The applicant and the council must agree the alternative measure(s) to be provided as part of the application and provide evidence of this agreement in writing as part of the application for resource consent.</p>	<p>FS_17 Cabra Developments Limited - support</p> <p>FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support</p>	Reject	10.5.3
36	36.47	CDL Land New Zealand Limited (CDL)	<p>Seek amendments to I616.6.3. Stormwater management, delete (1), (2), (3) and (4)</p> <p>I616.6.3. Stormwater management</p> <p>(1) Stormwater runoff from new development must not cause the 1 per cent annual exceedance probability (AEP) floodplain to rise above the floor level of an existing habitable room or increase flooding of an existing habitable room on any property.</p> <p>(2) All new buildings must be located outside of the 1 per cent AEP floodplain and overland flow path.</p> <p>(3) Stormwater runoff from impervious areas totalling more than 1,000m² associated with any subdivision or development proposal must be:</p> <p>(a) treated by a device or system that is sized and designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or</p> <p>(b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance.</p> <p>(4) All stormwater runoff from:</p> <p>(a) commercial and industrial waste storage areas including loading and unloading areas; and</p> <p>(b) communal waste storage areas in apartments and multi-unit developments must be directed to a device that removes gross stormwater pollutants prior to entry to the stormwater network or discharge to water.</p>	<p>FS_17 Cabra Developments Limited - support</p> <p>FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support</p>	Reject	10.7.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
36	36.48	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.6.4. Riparian planting, amend (1) <i>(1) The riparian margins of a permanent or intermittent stream or a wetland identified on Whenuapai 3 Precinct Plan 1 must be planted to a minimum width of 10m measured from the top of the stream bank and/or the wetland's fullest extent.</i>	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support FS_22 Neil Construction Limited - support	Reject	10.9.2
36	36.49	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.6.4. Riparian planting, delete (2) <i>(2) Riparian margins must be offered to the council for vesting.</i>	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.9.2
36	36.50	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.6.4. Riparian planting, delete (4), (5) and (6) <i>(4) Where pedestrian and/or cycle paths are proposed, they must be located adjacent to, and not within, the 10m planted riparian area. (5) The riparian planting required in Standard I616.6.4(1) above must be incorporated into a landscape plan. This plan must be prepared by a suitably qualified and experienced person and be approved by the council. (6) The riparian planting required by Standard I616.6.4(1) cannot form part of any environmental compensation or offset mitigation package where such mitigation is required in relation to works and/or structures within a stream.</i>	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.9.2
36	36.51	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.6.8 Roads, delete (1) <i>I616.6.8. Roads (1) Development and subdivision occurring adjacent to an existing road must upgrade the entire width of the road adjacent to the site where subdivision and development is to occur.</i>	FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.4
36	36.52	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.8.2. Assessment Criteria, (1) Subdivision and development, delete (e) <i>(1) Subdivision and development: ... (e) the extent to which any subdivision or development layout complies with the Auckland Transport Code of Practice or any equivalent standard that replaces #;</i>	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support FS_22 Neil Construction Limited - support	Reject	10.6.6

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36	36.53	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.8.2. Assessment Criteria, (1) Subdivision and development, delete (i) [and consequential change to (g) and (h)] (1) Subdivision and development: ... (i) whether an appropriate public funding mechanism is in place to ensure the provision of all required infrastructure.	FS_17 Cabra Developments Limited - support FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.6.6
36	36.54	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.9. Special Information requirements, amend (1) (1) Riparian planting plan An application for land modification, development and subdivision which adjoins a permanent or intermittent stream <u>identified on Whenuapai 3 Precinct Plan 1</u> must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support FS_22 Neil Construction Limited - support	Reject	10.9.2
36	36.55	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.9. Special Information requirements, amend (2) (2) Permanent and intermittent streams and wetlands All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site <u>that are identified on Whenuapai 3 Precinct Plan 1.</u>	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support FS_22 Neil Construction Limited - support	Reject	10.9.2
36	36.56	CDL Land New Zealand Limited (CDL)	Seek amendments to I616.9. Special Information requirements, amend (3) (3) Stormwater management <u>within Whenuapai 3 coastal erosion setback yard</u> All applications for development and subdivision of land within the Whenuapai 3 coastal erosion setback yard must include a plan demonstrating how stormwater management requirements will be met including: (a) areas where stormwater management requirements are to be met on-site and where they will be met through communal infrastructure; (b) the type and location of all public stormwater network assets that are proposed to be vested in council; (c) consideration of the interface with, and cumulative effects of, stormwater infrastructure in the precinct.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - support	Reject	10.7.1
37	37.1	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Submitter generally accepts the need for and support the proposed Plan and seeks some amendments to address specific issue of concern	FS_5 CDL Land NZ Limited - support/oppose in part	Accept in part	10.1.1
37	37.2	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek that the Terrace and Apartment Zone be applied to 38 Trig Road	FS_5 CDL Land NZ Limited - support/oppose in part FS_15 Stride Holdings Limited - support	Reject	10.4.2

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37	37.3	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek that a Neighbourhood Centre be provided for adjacent to the Neighbourhood Park in place of the proposed centre of Hobsonville	FS_5 CDL Land NZ Limited - support/oppose in part FS_15 Stride Holdings Limited - support	Reject	10.4.2
37	37.4	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek that the Neighbourhood Park be removed from 38 Trig Road	FS_5 CDL Land NZ Limited - support/oppose in part	Reject	10.11.1
37	37.5	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek that the Proposed Transport Network as described in Figure 22 of the Whenuapai Structure Plan be incorporated into Whenuapai 3 Precinct Plan 2 to link the collector road between Trig Road and Hobsonville Road through the residential development block west of Trig Road.	FS_5 CDL Land NZ Limited - support/oppose in part	Reject	10.6.5
37	37.6	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek the inclusion of a requirement for the provision of a walking and cycling network. This network is to utilise all publically vested assets including road reserves, stormwater reserves and public open spaces	FS_5 CDL Land NZ Limited - support/oppose in part	Reject	10.6.6
37	37.7	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek the inclusion of a requirement for an infrastructure development funding agreement to be in place before approving any zone change.	FS_5 CDL Land NZ Limited - support/oppose in part FS_10 Auckland Transport - support in part	Reject	10.5.4
37	37.8	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek that any objective, policies or explanatory passages on which the rules identified in the submission are reliant or based are deleted or amended to the extent necessary in order for council to appropriately make the amendments sought above.	FS_5 CDL Land NZ Limited - support/oppose in part FS_15 Stride Holdings Limited - support/oppose in part	Reject	10.16.1
37	37.9	Li-O Lee, Su-Chin Lin and Shu-Cheng Chen (Lee Lin and Chen)	Seek such other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.	FS_5 CDL Land NZ Limited - support/oppose in part	Reject	10.16.1
38	38.1	Verve Construction Limited	Accept the Plan Change/Variation with amendments.		Accept in part	10.1.1
38	38.2	Verve Construction Limited	Request the area covered by the draft Whenuapai Plan Change is expanded to include 41-45 Brigham Creek Road in a combination of the Residential Mixed Housing Urban and Terrace Housing and Apartment Buildings zone.	FS_13 Mark and Sherrie Dawe - support	Out of scope	10.2
38	38.3	Verve Construction Limited	Requests further information regarding transport infrastructure capacity which has determined the boundary for Plan Change 5.		Accept	10.3
38	38.4	Verve Construction Limited	Supports Plan Change 5 with the inclusion of 41-45 Brigham Creek Road.		Out of scope	10.2
39	39.1	Richard and Jane Paul	Do not support the increase in storm water discharge into Waiarohia and Wallace inlets as a result of increased impervious areas. The use of land in the plan change does not enhance the quality of water in the Upper Harbour and therefore we do not support it.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support	Accept in part	10.7.3

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
40	40.1	TDR Family Trust, CAR Family Trust, and KW Ridley Trust Company Limited	Decline the Plan Change/Variation, if the Plan Change/Variation is not declined, then amend it as outlined in the submission.		Reject	10.1.3
40	40.2	TDR Family Trust, CAR Family Trust, and KW Ridley Trust Company Limited	The Council should consider whether it would be more appropriate to apply Mixed Use zoning to sites not affected by the Aircraft Noise overlays. This includes 151 Brigham Creek Road, which is predominantly outside the 55dBA Aircraft Noise overlay. It would also provide a more appropriate interface to the land proposed to be rezoned as Single House.	FS_21 New Zealand Defence Force - neutral	Reject	10.4.2
41	41.1	New Zealand Defence Force	Amend the proposed plan change to include objectives, policies and methods addressing potential bird strike effects on the Whenuapai Airbase.		Reject	10.12.3
41	41.2	New Zealand Defence Force	Amend Objective I616.2 (8) by inserting: <i><u>(g) avoids or mitigates potential effects of bird strike on the Whenuapai Airbase.</u></i>		Reject	10.12.3
41	41.3	New Zealand Defence Force	Amend Objective I616.2 (11) as follows: <i><u>Subdivision, use and development enable the provision of a high quality and safe public open space network that integrates stormwater management, ecological, amenity, and recreation values <u>avoids or mitigates potential effects of bird strike on the Whenuapai Airbase.</u></u></i>		Reject	10.12.3
41	41.4	New Zealand Defence Force	Insert a new policy as follows: <i><u>Avoid or mitigate the risk of bird strike resulting from construction activity, change in habitat, and new buildings and structures affecting operations at Whenuapai Airbase by ensuring:</u></i> <i><u>- Buildings, stormwater treatment measures and landscape features are designed to avoid attracting feeding, nesting and roosting birds; and</u></i> <i><u>- Earthworks and waste are managed to minimise attraction of birds.</u></i>	FS_22 Neil Construction Limited - oppose	Reject	10.12.3
41	41.5	New Zealand Defence Force	Amend Standard I616.6.4 by inserting a new subclause: <i><u>(7) Species mix and type must be in accordance with the recommendations of the Civil Aviation Authority's Advisory Circular AC139-16 to avoid attracting feeding, nesting and roosting birds.</u></i>		Reject	10.12.3
41	41.6	New Zealand Defence Force	Amend assessment criteria I616.8.2(1) to include: <i><u>(X) The extent to which the proposal minimises risks of bird strike (by way of a bird management plan if appropriate).</u></i>		Reject	10.12.3
41	41.7	New Zealand Defence Force	Amend zoning so that maximum height limit does not infringe the Obstacle Limitation Surface. Alternative relief: Adopt the resolution of the Minister of Defence's High Court appeal - (Minister of Defence v Auckland Council CIV 2016-404-2314).	FS_5 CDL Land NZ Limited - oppose FS_15 Stride Holdings Limited - oppose	Accept in part	10.4.1

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Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
41	41.8	New Zealand Defence Force	Retain the Light Industry zoning adjacent to Whenuapai Airbase.	FS_4 TDR Family Trust and CAR Family Trust and KW Ridley Family Trust Company Limited - oppose FS_15 Stride Holdings Limited - support FS_22 Neil Construction Limited	Accept in part	10.4.3
41	41.9	New Zealand Defence Force	Amend the Whenuapai Engine Testing Noise Boundaries shown on Whenuapai 3 Precinct Plan 3 to align with Figure 13 of the Malcom Hunt Associates report.	FS_22 Neil Construction Limited - oppose	Accept	10.13.1
41	41.10	New Zealand Defence Force	Retain reference to Whenuapai Airbase in the Precinct Description.		Accept	10.12.1
41	41.11	New Zealand Defence Force	Amend Objective I616.2 (1) and add a new objective to recognise the importance of Whenuapai Airbase: <i>(1) Subdivision, use and development in the Whenuapai 3 Precinct is undertaken in a comprehensive and integrated way to provide for a compatible mix of residential living and employment opportunities while recognising the strategic importance of Whenuapai Airbase.</i> <i><u>(2) Subdivision, use and development in the Whenuapai 3 Precinct occurs in a manner that recognises the presence, ongoing operation, and strategic importance of Whenuapai Airbase.</u></i>		Accept in part	10.12.1
41	41.12	New Zealand Defence Force	Amend Objective I616.2 (4) as follows: <i>(4) The adverse effects, including cumulative effects, of subdivision and development on existing and future infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area <u>and surrounding areas.</u></i>		Reject	10.5.1
41	41.13	New Zealand Defence Force	Amend Objective I616.2 (12) as follows: Reverse Sensitivity Effects on Whenuapai Airbase <i>(12) The lighting effects, <u>including reverse sensitivity and safety effects,</u> of subdivision, use and development on the operation and activities of Whenuapai Airbase are avoided <u>as far as practicable or otherwise</u> remedied or mitigated.</i>	FS_22 Neil Construction Limited - oppose	Accept in part	10.12.1
41	41.14	New Zealand Defence Force	Alternative relief sought in submission point 41.14, retain Objective I616.2 (12) and insert a new objective: <i><u>Whenuapai Airbase is appropriately protected from incompatible subdivision, use and development, and reverse sensitivity and safety effects.</u></i>	FS_22 Neil Construction Limited - oppose	Reject	10.12.1
41	41.15	New Zealand Defence Force	Retain Objective I616.2 (13).		Accept	10.13.2

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41	41.16	New Zealand Defence Force	Amend Policy I616.3 (5) as follows: <i>(5) Avoid, remedy or mitigate the adverse effects, including cumulative effects, of subdivision and development on the existing and future infrastructure required to support the Whenuapai 3 Precinct <u>and surrounding areas.</u></i>	FS_15 Stride Holdings Limited - support	Reject	10.5.2
41	41.17	New Zealand Defence Force	Retain provisions addressing the potential adverse effects of stormwater due to subdivision, use and development.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part	Accept in part	10.7.1
41	41.18	New Zealand Defence Force	Amend Policy I616.3 (12) so stormwater management recognise and seek to avoid and /or mitigate bird strike risk.		Reject	10.7.1
41	41.19	New Zealand Defence Force	Amend Policy I616.3 (22) to ensure it covers the range of potential adverse effects and reverse sensitivity and safety effects on Whenuapai Airbase, including: noise, lighting and glare, obstacle heights, and bird strike risk.		Reject	10.12.1
41	41.20	New Zealand Defence Force	Amend the heading above Policy I616.3 (22) as follows: Reverse Sensitivity <i>Effects on Whenuapai Airbase</i>		Accept	10.12.1
41	41.21	New Zealand Defence Force	Retain Policy I616.3 (23).		Accept	10.12.2
41	41.22	New Zealand Defence Force	Retain Policy I616.3 (24).		Accept	10.13.2
41	41.23	New Zealand Defence Force	Retain Policy I616.3 (25).		Accept	10.13.2
41	41.24	New Zealand Defence Force	Amend provisions to include subdivision and development standards to ensure the following effects are appropriately managed: noise, lighting and glare, obstacle heights and bird strike risk.		Reject	10.12.1
41	41.25	New Zealand Defence Force	Include standards to increase visibility of the Obstacle Limitation Surface (OLS) and to ensure that applicants within the precinct provide detailed information through the application process about the relationship between structure heights and the OLS limits, and how the OLS limits will be compiled with during construction. Adopt the resolution of the Minister of Defence's High Court appeal - Minister of Defence v Auckland Council CIV 2016-404-2314.	FS_15 Stride Holdings Limited - oppose	Accept in part	10.12.1
41	41.26	New Zealand Defence Force	Insert a new standard applying to all activities: <u><i>To ensure that potential reverse sensitivity effects on the adjacent RNZAF Whenuapai Base are appropriately addressed and provided for within the precinct, a no-complaints covenant shall be included on each title issued within the precinct. This covenant shall be registered with the deposit of the subdivision plan, in a form acceptable to the Council under which the registered proprietor will covenant to waive all rights of complaint, submission, appeal or objection it may have under the Resource Management Act 1991 or otherwise in respect of any subdivision, use or development of the RNZAF Base Whenuapai.</i></u>	FS_5 CDL Land NZ Limited - oppose FS_7 Charles Ku - oppose FS_22 Neil Construction Limited - oppose	Reject	10.12.1
41	41.27	New Zealand Defence Force	Retain Standard I616.6.10.		Accept	10.13.2
41	41.28	New Zealand Defence Force	Amend Standard I616.6.11 Lighting to ensure that permitted activities do not adversely affect the operations of Whenuapai Airbase, this includes a requirement for shielding outdoor lighting from above.	FS_22 Neil Construction Limited - oppose	Accept in part	10.12.2

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41	41.29	New Zealand Defence Force	<p>Include a standard to address potential effects of glare on the safe operation of Whenuapai Airbase. This could be the same or similar to the standard used in the Business - City Centre Zone, as follows:</p> <p><u>Buildings must be designed and built so that the reflectivity of all external surfaces does not exceed 20 per cent of white light. This means that glass and other materials with reflectivity values that exceed 20 per cent may only be used provided they are covered or screened in such a way that the external surfaces will still meet this standard.</u></p>	<p>FS_5 CDL Land NZ Limited - oppose</p> <p>FS_22 Neil Construction Limited - oppose</p>	Reject	10.12.2
41	41.30	New Zealand Defence Force	<p>Amend assessment criteria as follows to require consideration of potential glare effects on the Whenuapai Airbase:</p> <p><i>I616.8.1</i> (5) <u>Lighting and glare</u> associated with development, structures, infrastructure and construction.</p> <p><i>I616.8.2</i> (5) <u>Lighting and glare</u> associated with development, structures, infrastructure and construction: (a) <u>The effects of lighting and reflective surfaces on the safe and efficient operation of Whenuapai Airbase, to the extent that the lighting:</u> ...</p>	FS_5 CDL Land NZ Limited - oppose	Reject	10.12.2
41	41.31	New Zealand Defence Force	<p>Include additional matters of discretion and assessment criteria to address the effects of any works, structures or objects on the ongoing safe operation of the Whenuapai Airbase.</p>	<p>FS_5 CDL Land NZ Limited - oppose</p> <p>FS_15 Stride Holdings Limited - oppose</p>	Reject	10.12.1
42	42.1	Auckland Transport	Accept the plan change with amendments.	FS_5 CDL Land NZ Limited - oppose	Accept in part	10.1.1
42	42.2	Auckland Transport	Supports the objective and policy framework as a whole in that it clearly requires certainty of infrastructure provision prior to subdivision and development, including mitigation of the cumulative effects of urbanisation.	<p>FS_5 CDL Land NZ Limited - oppose</p> <p>FS_17 Cabra Developments Limited - oppose</p>	Accept	10.5.1
42	42.3	Auckland Transport	Support Objectives I616.2(3) and (6) as proposed.	<p>FS_5 CDL Land NZ Limited - oppose</p> <p>FS_17 Cabra Developments Limited - oppose</p>	Accept	10.5.1
42	42.4	Auckland Transport	<p>Amend Objective I616.2(4) as follows: <i>The adverse effects, including cumulative effects, of subdivision and development on existing and future infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area, <u>including through the provision of new and upgraded infrastructure.</u></i></p>	<p>FS_5 CDL Land NZ Limited - oppose</p> <p>FS_17 Cabra Developments Limited - oppose</p>	Reject	10.5.1
42	42.5	Auckland Transport	<p>Amend Objective I616.2(5) as follows: <i>Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks for <u>within the wider Whenuapai 3 Precinct area and with the wider network.</u></i></p>	<p>FS_5 CDL Land NZ Limited - oppose</p> <p>FS_17 Cabra Developments Limited - oppose</p>	Reject	10.5.1

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
42	42.6	Auckland Transport	Support Policies I616.3(1), (6), (7) and (8) as proposed.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept in part	10.5.2
42	42.7	Auckland Transport	Amend Policy I616.3(4) as follows: <i>Require subdivision and development to be <u>staged</u>, managed and designed to align with the coordinate <u>d</u> with the provision and upgrading of the transport infrastructure, including regional and local transport infrastructure. network within the precinct, and with the wider transport network.</i>	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose FS_22 Neil Construction Limited - oppose	Reject	10.5.2
42	42.8	Auckland Transport	Amend Policy I616.3(5) as follows: <i>Require subdivision and development to avoid, remedy or mitigate the adverse effects, including cumulative effects, of subdivision and development on the existing and future infrastructure <u>required to support the Whenuapai 3 Precinct, including through the provision of new and upgraded infrastructure.</u> required to support the Whenuapai 3 Precinct.</i>	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Reject	10.5.2
42	42.9	Auckland Transport	Amend Table I616.6.2.1 to remove references to projects which fall within the sole responsibility of the relevant developers.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose FS_22 Neil Construction Limited - oppose/support	Accept	10.5.3
42	42.10	Auckland Transport	Amend the wording of Standard I616.6.2 to reflect the relief sought in submission point 42.9.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept	10.5.3
42	42.11	Auckland Transport	Support Standard I616.6.8.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose FS_22 Neil Construction Limited - oppose/support	Accept	10.6.4
42	42.12	Auckland Transport	Amend Standard I616.6.8(2) to require developments along a proposed new arterial alignment to provide a full arterial road reserve width, even if the developer only intends to form a collector road standard in the interim.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept	10.6.4

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
42	42.13	Auckland Transport	Amend Standard I616.6.3(3) Stormwater Management to remove references to roads.	FS_5 CDL Land NZ Limited - oppose FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_17 Cabra Developments Limited - oppose	Reject	10.7.1
42	42.14	Auckland Transport	Supports Matters of discretion I616.8.1(1) and Assessment criteria I616.8.2(1).	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept	10.1.2
42	42.15	Auckland Transport	Amend assessment criterion I616.8.2(1)(i) as follows: <i>(i) whether an appropriate public funding mechanism is in place to ensure the provision of all required infrastructure.</i>	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept	10.6.6
42	42.16	Auckland Transport	Supports the inclusion of Whenuapai 3 Precinct Plan 2, particularly the use of indicative arterial and collector roads to denote the required road network at this level to be provided through subdivision and development.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept in part	10.6.5
42	42.17	Auckland Transport	Amend Whenuapai 3 Precinct Plan 2 to include indicative locations for future rapid transit stations.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose FS_22 Neil Construction Limited - oppose/support	Reject	10.6.5
42	42.18	Auckland Transport	Supports any consequential amendments to Whenuapai 3 Precinct Plan 2 to give effect to other changes sought for the precinct.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept in part	10.16.1
42	42.19	Auckland Transport	Generally supports the proposed zoning for the PPC5 area.	FS_5 CDL Land NZ Limited - oppose FS_17 Cabra Developments Limited - oppose	Accept in part	10.4.3
43	43.1	Trig Road Investments Limited	Accept the plan change with amendments.		Accept in part	10.1.1
43	43.2	Trig Road Investments Limited	Generally supports the proposed zoning.		Accept in part	10.4.3
43	43.3	Trig Road Investments Limited	Amend the plan change area to include 84, 86, 88, and 90 Trig Road and rezone the properties as Light Industry.	FS_13 Mark and Sherrie Dawe - support	Out of scope	10.2
44	44.1	Lichun Gao	Accept the plan change with amendments.		Accept in part	10.1.1

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
44	44.2	Lichun Gao	Generally supports the proposed zoning.		Accept in part	10.4.3
44	44.3	Lichun Gao	Amend the plan change area to include 84, 86, 88, and 90 Trig Road and rezone the properties as Light Industry.	FS_13 Mark and Sherrie Dawe - support	Out of scope	10.2
45	45.1	Paul and Kaaren Batchelor	Support the plan change with amendments.		Accept in part	10.1.1
45	45.2	Paul and Kaaren Batchelor	Amend to the plan change to bring forward upgrades to Kauri Road and Puriri Road, specifically the provision of footpath and cycleway.	FS_1 Dayna Swanberg - support	Reject	10.6.6
46	46.1	Neil Construction Limited	Support in principle proposals for restoration of natural streams, although it is considered that some of the areas of identified stream network are actually modified farm drainage systems.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part	Accept in part	10.9.2
46	46.2	Neil Construction Limited	Confirm the plan change to the extent that it enables urbanisation of land within its boundaries.		Accept	10.1.2
46	46.3	Neil Construction Limited	Amend Whenuapai 3 Precinct Plan 3 by deleting the engine testing noise boundaries from 2-10 Kauri Road and 150-152 Brigham Creek Road.	FS_21 New Zealand Defence Force - oppose	Reject	10.13.1
46	46.4	Neil Construction Limited	Amend the zoning of 2-10 Kauri Road and 150-152 Brigham Creek Road from Single House and Light Industry to Mixed Housing Urban.	FS_21 New Zealand Defence Force - oppose in part	Accept in part	10.4.2
46	46.5	Neil Construction Limited	Support and confirm the location of indicative open space on Kauri Road as identified on Whenuapai 3 Precinct Plan 1.		Accept	10.11.1
46	46.6	Neil Construction Limited	Amend Whenuapai 3 Precinct Plan 1 to reclassify the stream on 150-152 Brigham Creek Road from 'permanent' to 'intermittent'.		Reject	10.9.2
46	46.7	Neil Construction Limited	Amend the plan change area to include the north-western parts of Whenuapai (refer to Figure 3 on p.8 of the submission).	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_21 New Zealand Defence Force - neutral	Out of scope	10.2
46	46.8	Neil Construction Limited	Delete Objective I616.2(13).		Reject	10.13.2
46	46.9	Neil Construction Limited	Amend Whenuapai 3 Precinct Plan 2 by deleting collector roads within Area 1B.	FS_10 Auckland Transport - oppose	Reject	10.6.5
46	46.10	Neil Construction Limited	Amend Whenuapai 3 Precinct Plan 2 by deleting the proposed indicative collector road between Sinton Road and Kauri Road.	FS_10 Auckland Transport - oppose	Reject	10.6.5
46	46.11	Neil Construction Limited	Amend Standard I616.6.8(1) to clarify that where roads are required to be upgraded, the upgrading works are required only within that part of the road reserve extending from the developer's property boundary to the opposite carriageway kerb.	FS_10 Auckland Transport - support	Accept	10.6.4
46	46.12	Neil Construction Limited	Clarify provisions to confirm that transport upgrades occur concurrently with development occurring (rather than prior to its commencement), and that cost sharing occurs across each of the identified development areas shown on Whenuapai 3 Precinct Plan 2 to which the upgrades relate.		Accept in part	10.5.3
46	46.13	Neil Construction Limited	Amend Objective I616.2(3) as follows: <i>Subdivision and development does not occur in advance of the availability of transport infrastructure that is required to support the subdivision being proposed, including regional and local transport infrastructure.</i>	FS_10 Auckland Transport - oppose	Reject	10.5.1
46	46.14	Neil Construction Limited	Amend Objective I616.2(6) as follows: <i>Subdivision and development implements (or provides for) the transport network connections and elements in the applicable development area as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.</i>		Reject	10.6.1

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
46	46.15	Neil Construction Limited	Amend Policy I616.2(4) as follows: <i>Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport infrastructure network within the precinct, and with the wider transport network.</i>		Reject	10.5.2
46	46.16	Neil Construction Limited	Amend Policy I616.2(6) as follows: <i>Require the provision of infrastructure to be proportionally shared across the development areas in the precinct.</i>		Reject	10.5.2
46	46.17	Neil Construction Limited	Amend Table I616.6.2.1 to impose obligation for development in Areas 1C and 1E to contribute equally to new and upgraded intersections on Brigham Creek Road.		Accept in part	10.5.3
46	46.18	Neil Construction Limited	Consequential changes to give effect to the relief sought in this submission.		Accept in part	10.16.1
47	47.1	Maraetai Land Development Limited	Support in principle proposals for restoration of natural streams, although it is considered that some of the areas of identified stream network are actually modified farm drainage systems.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part	Accept in part	10.9.2
47	47.2	Maraetai Land Development Limited	Confirm the plan change to the extent that it enables urbanisation of land within its boundaries.		Accept	10.1.2
47	47.3	Maraetai Land Development Limited	Delete the engine testing noise boundaries from 12-18 Kauri Road and 34 Kauri Road.	FS_21 New Zealand Defence Force - oppose	Reject	10.13.1
47	47.4	Maraetai Land Development Limited	Amend the zoning of 12-18 Kauri Road and 34 Kauri Road from Single House and Light Industry to Mixed Housing Urban.	FS_21 New Zealand Defence Force - oppose in part	Accept in part	10.4.2
47	47.5	Maraetai Land Development Limited	Support and confirm the location of indicative open space on Kauri Road as identified on Whenuapai 3 Precinct Plan 1.		Accept	10.11.1
47	47.6	Maraetai Land Development Limited	Amend Whenuapai 3 Precinct Plan 1 to reclassify the stream on the 34 Kauri Road from 'permanent' to 'intermittent'.		Reject	10.9.2
47	47.7	Maraetai Land Development Limited	Amend the plan change area to include the north-western parts of Whenuapai (refer to Figure 3 on p.8 of the submission).	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose FS_21 New Zealand Defence Force - neutral	Out of scope	10.2
47	47.8	Maraetai Land Development Limited	Delete Objective I616.2(13).		Reject	10.13.2
47	47.9	Maraetai Land Development Limited	Amend Whenuapai 3 Precinct Plan 2 by deleting collector roads within Area 1B.	FS_10 Auckland Transport - oppose	Reject	10.6.5
47	47.10	Maraetai Land Development Limited	Amend Whenuapai 3 Precinct Plan 2 by deleting the proposed indicative collector road between Sinton Road and Kauri Road.	FS_10 Auckland Transport - oppose	Reject	10.6.5
47	47.11	Maraetai Land Development Limited	Amend Standard I616.6.8(1) to clarify that where roads are required to be upgraded, the upgrading works are required only within that part of the road reserve extending from the developer's property boundary to the opposite carriageway kerb.	FS_10 Auckland Transport - support	Accept	10.6.4

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
47	47.12	Maraetai Land Development Limited	Clarify provisions to confirm that transport upgrades occur concurrently with development occurring (rather than prior to its commencement), and that cost sharing occurs across each of the identified development areas shown on Whenuapai 3 Precinct Plan 2 to which the upgrades relate.		Accept in part	10.5.3
47	47.13	Maraetai Land Development Limited	Amend Objective I616.2(3) as follows: <i>Subdivision and development does not occur in advance of the availability of transport infrastructure that is required to support the subdivision being proposed, including regional and local transport infrastructure.</i>	FS_10 Auckland Transport - oppose	Reject	10.5.1
47	47.14	Maraetai Land Development Limited	Amend Objective I616.2(6) as follows: <i>Subdivision and development implements (or provides for) the transport network connections and elements in the applicable development area as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.</i>		Reject	10.6.1
47	47.15	Maraetai Land Development Limited	Amend Policy I616.2(4) as follows: <i>Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport infrastructure network within the precinct, and with the wider transport network.</i>		Reject	10.5.2
47	47.16	Maraetai Land Development Limited	Amend Policy I616.2(6) as follows: <i>Require the provision of infrastructure to be proportionally shared across the development areas in the precinct.</i>		Reject	10.5.2
47	47.17	Maraetai Land Development Limited	Amend Table I616.6.2.1 to impose obligation for development in Areas 1C and 1E to contribute equally to new and upgraded intersections on Brigham Creek Road.		Accept in part	10.5.3
47	47.18	Maraetai Land Development Limited	Consequential changes to give effect to the relief sought in this submission.		Accept in part	10.16.1
48	48.1	Yuewen Zhang and Yue Liu	Support in principle proposals for restoration of natural streams, although it is considered that some of the areas of identified stream network have not been correctly classified.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - support in part	Accept in part	10.9.2
48	48.2	Yuewen Zhang and Yue Liu	Confirm the plan change to the extent that it enables urbanisation of land within its boundaries.		Accept	10.1.2
48	48.3	Yuewen Zhang and Yue Liu	Support the proposed zoning of 10 Clarks Lane and 14 Clarks Lane as Terrace Housing and Apartment Buildings Zone.		Accept in part	10.4.2
48	48.4	Yuewen Zhang and Yue Liu	Support and confirm the location of indicative open space on Clarks Lane as identified on Whenuapai 3 Precinct Plan 1.		Accept	10.11.1
48	48.5	Yuewen Zhang and Yue Liu	Delete the intermittent stream adjacent to the northern boundary of 14 Clarks Lane, and the part of the permanent stream the falls within the artificial pond on the site.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.9.2
48	48.6	Yuewen Zhang and Yue Liu	Amend Whenuapai 3 Precinct Plan 3 by deleting the 57dB Ldn aircraft engine testing noise boundary located on 14 Clarks Lane and 15 Clarks Lane.	FS_21 New Zealand Defence Force - oppose in part	Accept	10.13.1
48	48.7	Yuewen Zhang and Yue Liu	Delete Objective I616.2(13).		Reject	10.13.2
48	48.8	Yuewen Zhang and Yue Liu	Amend Whenuapai 3 Precinct Plan 2 by deleting the length of 'proposed upgrade of existing collector road' adjoining the eastern boundaries of the sites at 3-9 Clarks Lane.	FS_10 Auckland Transport - support in part FS_17 Cabra Developments Limited - support	Accept	10.6.5

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
48	48.9	Yuewen Zhang and Yue Liu	Amend Whenuapai 3 Precinct Plan 2 by deleting the three cul-de-sac sections of 'indicative collector road' extending to the north of Clarks Lane and Ockleston Landing.	FS_17 Cabra Developments Limited - support	Accept	10.6.5
48	48.10	Yuewen Zhang and Yue Liu	Amend Whenuapai 3 Precinct Plan 2 by deleting the proposed indicative collector roads shown between Sinton Road and Kauri Road, and between Sinton Road and Sinton Road East.	FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support	Reject	10.6.5
48	48.11	Yuewen Zhang and Yue Liu	Amend Whenuapai 3 Precinct Plan 2 by including a direct link from Sinton Road to Brigham Creek Road.	FS_9 New Zealand Transport Agency - oppose FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support	Reject	10.6.5
48	48.12	Yuewen Zhang and Yue Liu	Amend Standard I616.6.8(1) to clarify that where roads are required to be upgraded, the upgrading works are required only within that part of the road reserve extending from the developer's property boundary to the opposite carriageway kerb.	FS_10 Auckland Transport - support FS_17 Cabra Developments Limited - support	Accept	10.6.4
48	48.13	Yuewen Zhang and Yue Liu	Clarify provisions to confirm that transport upgrades occur concurrently with development occurring (rather than prior to its commencement), and that cost sharing occurs across each of the identified development areas shown on Whenuapai 3 Precinct Plan 2 to which the upgrades relate.	FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support	Accept in part	10.5.3
48	48.14	Yuewen Zhang and Yue Liu	Amend Objective I616.2(3) as follows: <i>Subdivision and development does not occur in advance of the availability of transport infrastructure that is required to support the subdivision being proposed, including regional and local transport infrastructure.</i>	FS_17 Cabra Developments Limited - support	Reject	10.5.1
48	48.15	Yuewen Zhang and Yue Liu	Amend Objective I616.2(6) as follows: <i>Subdivision and development implements (or provides for) the transport network connections and elements in the applicable development area as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.</i>	FS_17 Cabra Developments Limited - support	Reject	10.6.1
48	48.16	Yuewen Zhang and Yue Liu	Amend Policy I616.2(4) as follows: <i>Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport infrastructure network within the precinct, and with the wider transport network.</i>		Reject	10.5.2
48	48.17	Yuewen Zhang and Yue Liu	Amend Policy I616.2(6) as follows: <i>Require the provision of infrastructure to be proportionally shared across the development areas in the precinct.</i>	FS_17 Cabra Developments Limited - support	Reject	10.5.2
48	48.18	Yuewen Zhang and Yue Liu	Amend Table I616.6.2.1 by deleting the three items of local transport infrastructure required for Area 1D.	FS_10 Auckland Transport - oppose FS_17 Cabra Developments Limited - support	Accept	10.5.3
48	48.19	Yuewen Zhang and Yue Liu	Amend Whenuapai 3 Precinct Plan 3 by deleting the two small areas of 57 db Ldn boundary.	FS_21 New Zealand Defence Force - oppose in part	Accept	10.13.1

Appendix 7: PPC5 - Summary of Decisions Requested, Further Submissions and Hearing Report Recommendations						
Submission Number	Submission Point	Submitter Name	Summary	Further Submissions	Reporting Team Recommendation	Section of the Hearing Report
48	48.20	Yuewen Zhang and Yue Liu	Consequential changes to give effect to the relief sought in this submission.		Accept in part	10.16.1
49	49.1	Feng Tan	Extend the plan change area to include 2 Riverlea Road and surrounding properties.		Out of scope	10.2
50	50.1	Lu Hui Feng	Accept the plan change.		Accept in part	10.1.1
51	51.1	Nga Maunga Whakahii o Kaipara Whenua Hoko Holdings	Support the plan change with amendments.		Accept in part	10.1.1
51	51.2	Nga Maunga Whakahii o Kaipara Whenua Hoko Holdings	Seeks rezoning of sites zoned Single House to Mixed Housing Urban.		Reject	10.4.1
51	51.3	Nga Maunga Whakahii o Kaipara Whenua Hoko Holdings	Amend provisions after reviewing the proposed road alignments, classifications, requirements and links to development potential. The responsibility for providing (and protecting) future roads should be reviewed and the provisions amended or replaced accordingly.	FS_20 Li-O Lee, Su-Chin Lin and Shu-Cheng Chen - oppose	Reject	10.5.4
51	51.4	Nga Maunga Whakahii o Kaipara Whenua Hoko Holdings	Seeks a review of the reverse sensitivity provisions, in particular the acoustic protection contours, to ensure they are necessary and appropriate and recognise the need to provide for both the NZDF activities and community needs.		Reject	10.13.3
51	51.5	Nga Maunga Whakahii o Kaipara Whenua Hoko Holdings	Seeks that the coastal setback provisions are reviewed and reduced to allow buildings within that setback in certain cases.	FS_6 Royal Forest and Bird Protection Society of New Zealand Inc - oppose	Reject	10.8.1
51	51.6	Nga Maunga Whakahii o Kaipara Whenua Hoko Holdings	Review plan change to provide greater focus on the effects of development and the need to provide increased housing in the area, and amended or replaced as appropriate.		Reject	10.16.3

ATTACHMENT 8

TECHNICAL NOTE FROM FLOW TRANSPORTATION SPECIALISTS

PROJECT **WHENUAPAI PLAN CHANGE 5**
SUBJECT **TRANSPORT INFRASTRUCTURE REVIEW**
TO **ANNE BRADBURY, AUCKLAND COUNCIL**
FROM QING LI
REVIEWED BY ANGIE CRAFER
DATE 3 APRIL 2018

1 PURPOSE OF THIS NOTE

Flow Transportation Specialists (Flow) has been commissioned by Auckland Council to update 2026 transport models for Whenuapai to include Scenario I11, and adjust the models so that the location, density and types of land uses assumed within Whenuapai are broadly consistent with those now anticipated by Council, to enable:

- ◆ A review of the June 2017 report staging assessment in relation to the transport assumptions, and comparison of these to those listed in Table I616.6.2.1 of Proposed Plan Change 5
- ◆ An analysis of the modelling outputs in light of the above, providing commentary on justification for the Sinton Road Bridge, the Kauri Road/Brigham Creek Road intersection, Kauri Road-Sinton Road connection and SH18 interchange performance in relation to Sinton Road being removed from it.

We also provide traffic engineering comments in relation to the location of the Sinton Road connection to Kauri Road, a submitter suggested alternative arrangement for Sinton Road joining Brigham Creek Road, and a submitter-suggested collector joining Hobsonville Road in Area 1A.

2 BACKGROUND

Flow was previously engaged by Auckland Transport to undertake investigations into the transport infrastructure related to changes in land use at Whenuapai. The assessments have included the following:

- ◆ Use of Auckland Regional Transport (ART) model outputs - initially using regional land uses based on Scenario I9 (mid 2016), then Scenario I10 (Mid 2017) and now I11
- ◆ Use of a SATURN¹ traffic model that was developed for Supporting Growth (formally “TFUG²”) investigations. The model includes most of the future development area in northwest Auckland including Hobsonville Point, Scott Point, Hobsonville Village, Redhills, Westgate, Kumeu/Huapai, Riverhead and Whenuapai
- ◆ Land use assumptions for Whenuapai, as provided by Auckland Council

¹ SATURN is a “meso” or middle tier traffic modelling software package and allows users to undertake a variety of area wide strategic through to more detailed local area assessments. Originally developed by Leeds University, UK.

² TFUG - Transport for Future Urban Growth

- ◆ Assessment of transport infrastructure to support anticipated Whenuapai land uses for the wider Structure Plan area

Outputs that we provided to Auckland Transport include:

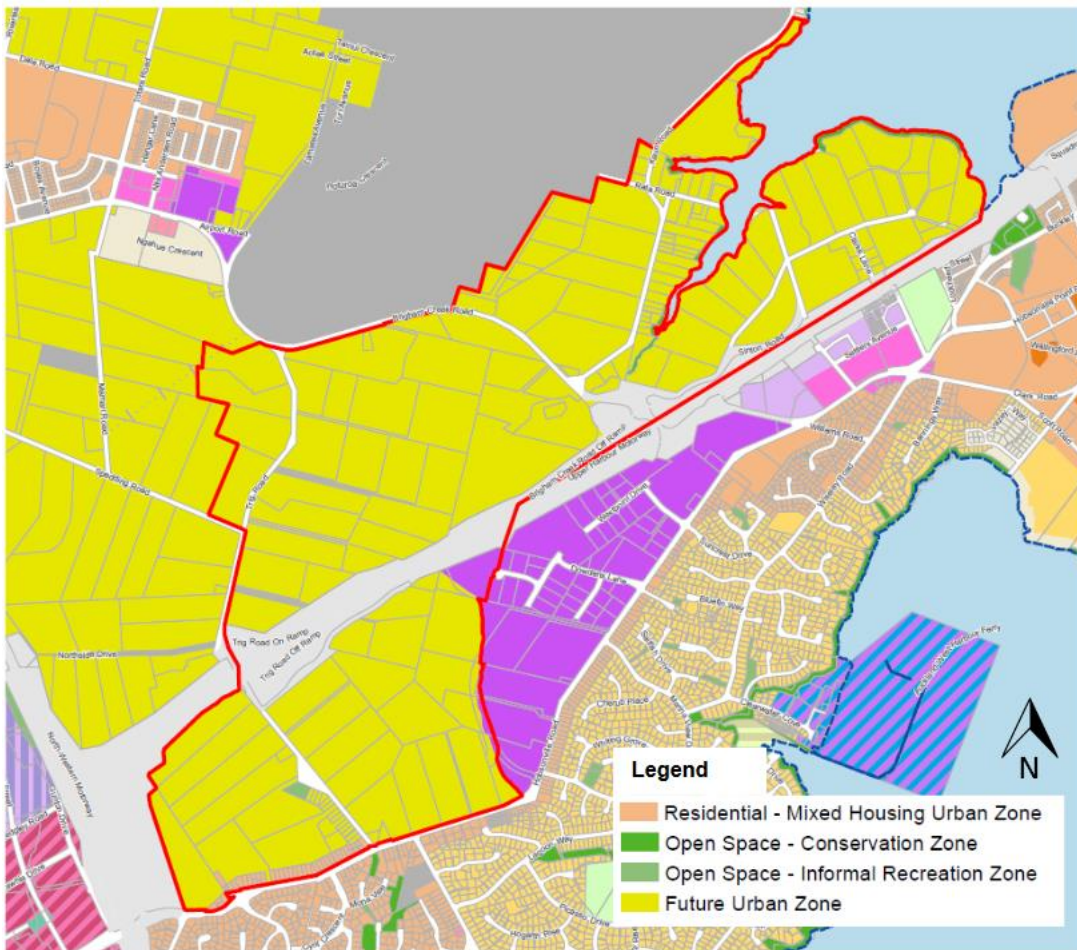
- ◆ June 2016 Integrated Transport Assessment report, which considered the transport effects of the proposed land use zoning and associated transport infrastructure of the Whenuapai Structure Plan area, using the SATURN model based on ART Scenario I9 regional demands
- ◆ August 2016 Integrated Transport Assessment report (note the Auckland Council Plan Change 5 webpage includes a July 2016 version; the July version shows the collector road in the western area of 1A connecting with Hobsonville Road, whereas the August version does not). The report includes updated Stage 1 land use predictions and sensitivity staging tests compared to the June 2016 report. This assessment was based on ART Scenario I9 regional demands
- ◆ A technote in March 2017 “Indicative Triggers for Transport Investment”, which assessed land use triggers for each transport investment related to stages 1a to 1e, with Whenuapai land uses advised in March 2017 and Scenario I9 ART assumptions
- ◆ A report dated June 2017 “Plan Change Stage 1 Technical Inputs” that provides an assessment of the triggers relating to transport investment for stages 1a to 1e based on ART Scenario I10 regional demands

This assessment updates the June 2017 investigations, including Scenario I11 and the most recent anticipated residential and employment yields as provided by the Council.

3 PROPOSED PLAN CHANGE 5 - TRANSPORT

Plan Change 5 proposes to rezone approximately 360 hectares of land in the southern part of Whenuapai, most of which is zoned Future Urban, to a mix of residential and business zones. Figure 1 shows the proposed plan change area within the red line.

Figure 1: Whenuapai Proposed Plan Change area shown within red line³



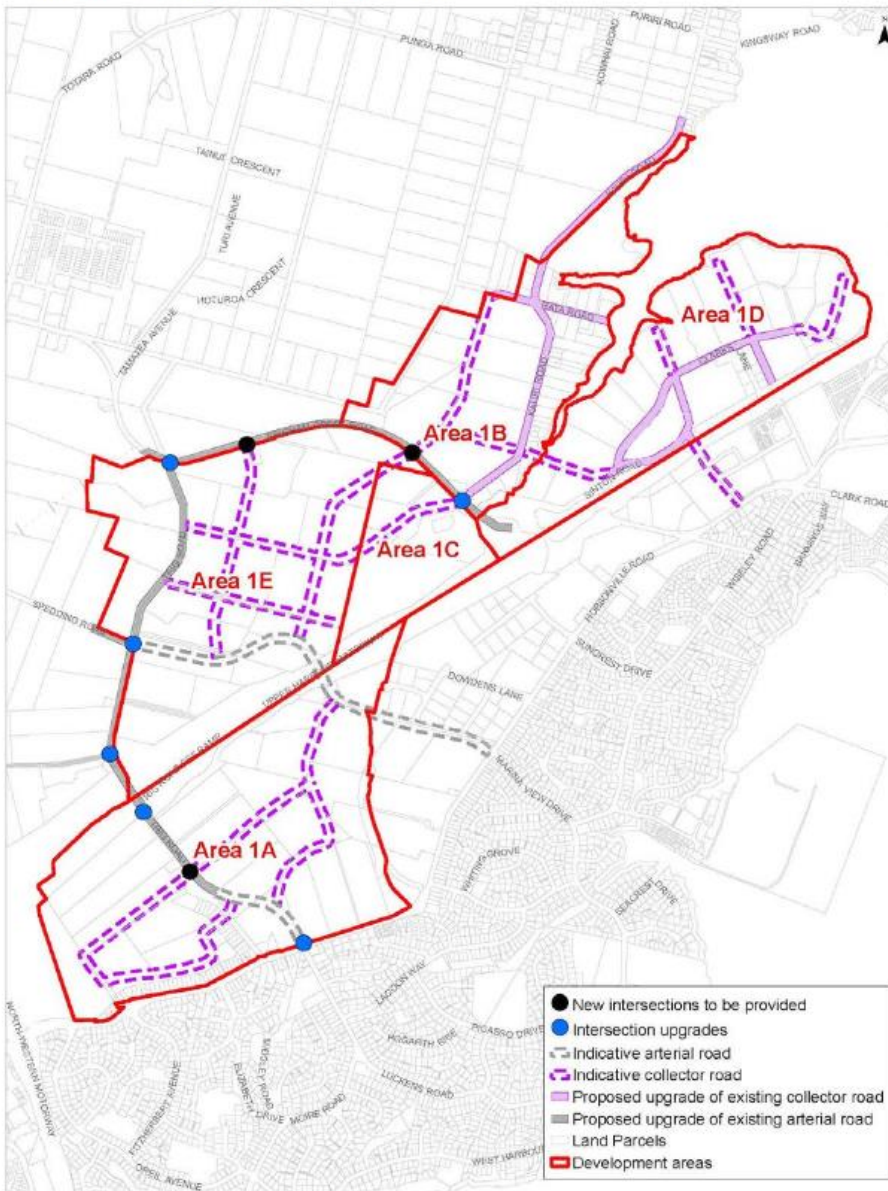
The existing area is predominantly rural with a mix of lifestyle blocks generally located along Kauri Road, and low density housing along the western end of Hobsonville Road and the southern end of Trig Road. There is a Special Housing Area established at Ockleston Landing, immediately north of Hobsonville Centre, which will provide 70 to 80 dwellings of various housing types, anticipated to be completed by the end of 2018.

In addition to rezoning, the plan change introduces a new precinct – “Whenuapai 3 Precinct” - to ensure subdivision, use and development within the plan change area are integrated with infrastructure provision and take into account the sensitive receiving environment of the Upper Waitematā Harbour. The proposed plan change text includes the objectives, policies, rules and other methods for the precinct. Development of the precinct is directed by “Whenuapai 3 Precinct” plans 1, 2 and 3. Plan 2 relates to transport and identifies indicative new roads and intersections, proposed upgrades to existing roads and intersections, and development areas for transport infrastructure, as shown in the following figure.

³³ Auckland Council. Section 32 report for notification of the Proposed Whenuapai Plan Change, 21 September 2017. Accessed at <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/docsproposedplanchanges/pc5-section-32.pdf> on 11 March 2018

Figure 2: Whenuapai Proposed Plan Change – Precinct Plan 2⁴

I616.10.2. Whenuapai 3 Precinct Plan 2



The Proposed Plan Change notes, in relation to transport⁵:

Whenuapai 3 Precinct is split into five areas, 1A-1E, based on the local transport infrastructure upgrades required to enable the transport network to support development in the areas. These upgrades are identified in Table I616.6.2.1 and are required to be in place prior to development going ahead. The cost of these transport infrastructure upgrades are to be proportionally shared across each area as development progresses.

If these upgrades are not in place prior to development occurring developers are able to provide an alternative measure for the provision of the upgrade works. This may include an

⁴ Auckland Council, September 2017, Auckland Unitary Plan Operative in part, Proposed Plan Change 5, Whenuapai. Accessed at <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/docsproposedplanchanges/pc5-proposed-plan-change.pdf> on 9 March 2018

⁵ Ibid

agreement with the council to ensure that the local share of the upgrade works attributable to the development is provided for. This could include an Infrastructure Funding Agreement or some alternative funding mechanism. Where there is an Auckland Transport project to provide the new or upgraded roads, developers may be required to contribute to it in part. Where a development proceeds ahead of an Auckland Transport project, the developer is required to work with Auckland Transport to ensure that the Auckland Transport project(s) is not precluded by the development.

Under I616.3 Policies of the Proposed Plan Change, it is noted that “*amendments to the location and alignment of collector roads [are] only allowed where the realigned road will provide an equivalent transport function*”.

Under the Plan Change Activity Table in I616.4 of the Proposed Plan Change, Subdivision that does not comply with Standard I616.6.2 transport infrastructure requirements will be a non-complying activity. Subdivision that complies with Standard I616.6.2 transport infrastructure requirements, but not complying with any one or more of the other standards contained in Standards I616.6 will be a discretionary activity.

Under I616.6 Standards, transport infrastructure requirements are listed under I616.6.2, as per the below.

I616.6.2 Transport Infrastructure Requirements

- (1) *All subdivision and development must meet its proportional share of local infrastructure works as identified in Table I616.6.2.1 below unless otherwise provided for by (2) and (3) below.*
- (2) *Where the applicant, in applying for resource consent, cannot achieve or provide the required local infrastructure work identified in Table I616.6.2.1 below, alternative measure(s) to achieve the outcome required must be provided.*
- (3) *The applicant and the council must agree the alternative measure(s) to be provided as part of the application and provide evidence of this agreement in writing as part of the application for resource consent.*

Table I616.6.2.1 Local transport infrastructure requirements	
Areas	Local transport infrastructure required
1A	<i>New collector roads extending west from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.</i>
	<i>New collector roads extending east from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.</i>
	<i>Signalisation at the new intersection of Trig Road, Luckens Road and Hobsonville Road.</i>
	<i>Formation and signalisation of the intersection at the location of the new collector road and Trig Road as indicatively shown on Precinct Plan 2.</i>
	<i>Upgrade of the intersection at Trig Road and the State Highway 18 off ramp.</i>

Table I616.6.2.1 Local transport infrastructure requirements	
Areas	Local transport infrastructure required
1B	<i>Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including:</i> <ul style="list-style-type: none"> • <i>dual right-turn lanes from Brigham Creek Road into Kauri Road; and</i> • <i>suitable bus and cycle priority provision.</i>
	<i>Formation and signalisation of the intersection at the location of the new collector road and Brigham Creek Road as indicatively shown on Precinct Plan 2.</i>
1C	<i>Addition of a fourth leg to the Brigham Creek Road and Kauri Road intersection.</i>
	<i>New collector road from the Brigham Creek Road and Kauri Road intersection westwards to the boundary of the Stage 1C area as indicatively shown on Precinct Plan 2.</i>
1D	<i>Road stopping of Sinton Road to the west of 18 Sinton Road, and replacement with a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2.</i>
	<i>New collector road crossing State Highway 18 connecting Sinton Road to Sinton Road East as indicatively shown on Precinct Plan 2.</i>
	<i>New collector roads as indicatively shown in Precinct Plan 2.</i>
1E	<i>New collector roads from Brigham Creek Road extending south into the Stage 1E area as indicatively shown in Precinct Plan 2.</i>
	<i>Formation and signalisation of the intersections of Brigham Creek Road with the new collector roads required as part of the Stage 1E area.</i>
	<i>Upgrade and signalisation of the intersection of Trig Road and Brigham Creek Road.</i>
	<i>New collector roads from Trig Road extending east into the Stage 1E area as indicatively shown in Precinct Plan 2.</i>

4 COMPARISON OF UPDATED ASSESSMENT WITH PROPOSED PLAN CHANGE TRANSPORT REQUIREMENTS

The transport investment requirements associated with the Stage 1 areas detailed in the proposed plan change (Table I616.6.2.1) have been compared with those assessed with the updated modelling. The updated modelling includes the use of 2026 traffic models, including Scenario I11 ART demands, and updated yields, densities and locations of housing and employment, as provided by the Council⁶. A summary of the comparison of transport investment is provided below, with the updated assessment in the middle column and the proposed plan change requirements in the right column. Technical details of the updated modelling and assessment are provided as an appendix.

⁶ Information provided from Auckland Council by email on 28 February 2018 and on 6 March 2018

Base Case

It is very important to note that regional and local projects have been assumed to be in place to reduce anticipated congestion on the 2026 transport network. The New Zealand Transport Agency is investigating regional measures. On a local level, the assumed investment includes urbanising Brigham Creek Road to have a 50 km/hr speed environment, widening of Brigham Creek Road to four lanes between Totara Road and Trig Road, and between Kauri Road and SH18/Brigham Creek Road interchange and traffic signals at Brigham Creek Road/Tamatea Avenue, Trig Road/Brigham Creek Road and Kauri Road/Brigham Creek Road intersections.

Of note is that the proposed plan change does not include mention of these measures, albeit that some are outside the Plan Change area. With regard to the Kauri Road/Brigham Creek Road intersection, Area 1B requires it to be signalized, and Area 1C requires it to have an extra leg and capacity if the areas are developed sequentially. However, Areas 1B, 1C, 1D and 1E all have an impact on this intersection and if it hasn't been signalized already, each area will require it to be signalized. Therefore, in the table below, it has been included in all areas other than Area 1A.

Stage 1 Areas – Transport Requirements

Table 1: Comparison of Updated Assessment and Table I616.6.2.1 Local transport infrastructure requirements

Area	Local transport infrastructure required based on updated assessment	Local transport infrastructure required from Proposed Plan Change Table I616.6.2.1
1A	Same as Proposed Plan Change Table I616.6.2.1	New collector roads extending west from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	Same as Proposed Plan Change Table I616.6.2.1	New collector roads extending east from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	Same as Proposed Plan Change Table I616.6.2.1	Signalisation at the new intersection of Trig Road, Luckens Road and Hobsonville Road.
	Same as Proposed Plan Change Table I616.6.2.1	Formation and signalisation of the intersection at the location of the new collector road and Trig Road as indicatively shown on Precinct Plan 2.
	Same as Proposed Plan Change Table I616.6.2.1. This is needed with development associated with 1A and 1E – with the timing depending on extent of development in both areas.	Upgrade of the intersection at Trig Road and the State Highway 18 off ramp.
	Bus connector route through Trig Road south area, connecting with FTN services and bus priority on Hobsonville Road and RTN at Westgate.	

Table 1: Comparison of Updated Assessment and Table I616.6.2.1 Local transport infrastructure requirements

Area	Local transport infrastructure required based on updated assessment	Local transport infrastructure required from Proposed Plan Change Table I616.6.2.1
	<p>Extension of Riverlea Road to meet Brigham Creek Road and traffic signals at Brigham Creek Road/Riverlea Road.</p> <p>This is required to accommodate the trips to/from the new Secondary School on Riverlea Road north – note that if the Secondary School is not provided, the effects of school trips from new development in 1A will be on the wider network, and may require other investment eg on Hobsonville Road.</p>	
	<p>Traffic signals at SH18 northbound on ramp/Trig Road intersections (including allowing for future extension of Northside Drive at the on-ramp intersection)</p> <p>This is needed with development associated with 1A and 1E – depending on extent of development in both areas.</p>	
1B	<p>Same as Proposed Plan Change Table I616.6.2.1 but note that signalization including dual right turn lanes are also associated with development in 1B, 1C and 1D.</p>	<p>Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including:</p> <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision.
	<p>This requirement should be moved to 1E as the road is not within the proposed 1B area.</p>	<p>Formation and signalisation of the intersection at the location of the new collector road and Brigham Creek Road as indicatively shown on Precinct Plan 2.</p>
	<p>Closure of Sinton Road connection to the Brigham Creek Road roundabout at the SH18 northbound ramps and replacement with a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2.</p> <p>This is required to provide sufficient capacity at the SH18/Brigham Creek Road interchange with the timing depending on how much development has occurred in 1B, 1C, 1D and 1E.</p>	

Table 1: Comparison of Updated Assessment and Table I616.6.2.1 Local transport infrastructure requirements

Area	Local transport infrastructure required based on updated assessment	Local transport infrastructure required from Proposed Plan Change Table I616.6.2.1
1C	<p>Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including:</p> <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision • fourth leg to extending into Area 1C. <p>note that signalization including dual right turn lanes are also associated with development in 1B, 1C, 1D and 1E.</p>	Addition of a fourth leg to the Brigham Creek Road and Kauri Road intersection.
	Same as Proposed Plan Change Table I616.6.2.1	New collector road from the Brigham Creek Road and Kauri Road intersection westwards to the boundary of the Stage 1C area as indicatively shown on Precinct Plan 2.
	<p>Closure of Sinton Road connection to the Brigham Creek Road roundabout at the SH18 northbound ramps and replacement with a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2.</p> <p>This is required to provide sufficient capacity at the SH18/Brigham Creek Road interchange with the timing depending on how much development has occurred in 1B, 1C, 1D and 1E.</p>	
1D	<p>Closure of Sinton Road connection to the Brigham Creek Road roundabout at the SH18 northbound ramps and replacement with a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2.</p> <p>This is required to provide sufficient capacity at the SH18/Brigham Creek Road interchange with the timing depending on how much development has occurred in 1B, 1C, 1D and 1E.</p>	Road stopping of Sinton Road to the west of 18 Sinton Road, and replacement with a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2.
	Same as Proposed Plan Change Table I616.6.2.1	New collector road crossing State Highway 18 connecting Sinton Road to Sinton Road East as indicatively shown on Precinct Plan 2.
	Same as Proposed Plan Change Table I616.6.2.1	New collector roads as indicatively shown in Precinct Plan 2.

Table 1: Comparison of Updated Assessment and Table I616.6.2.1 Local transport infrastructure requirements

Area	Local transport infrastructure required based on updated assessment	Local transport infrastructure required from Proposed Plan Change Table I616.6.2.1
	Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including: <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision note that signalization including dual right turn lanes are also associated with development in 1B, 1C, 1D and 1E.	
1E	Same as Proposed Plan Change Table I616.6.2.1, plus collector roads from Brigham Creek Road extending north into Stage 1E areas as indicatively shown in Precinct Plan 2.	New collector roads from Brigham Creek Road extending south into the Stage 1E area as indicatively shown in Precinct Plan 2.
	Same as Proposed Plan Change Table I616.6.2.1	Formation and signalisation of the intersections of Brigham Creek Road with the new collector roads required as part of the Stage 1E area.
	Same as Proposed Plan Change Table I616.6.2.1	Upgrade and signalisation of the intersection of Trig Road and Brigham Creek Road.
	Same as Proposed Plan Change Table I616.6.2.1	New collector roads from Trig Road extending east into the Stage 1E area as indicatively shown in Precinct Plan 2.
	Urbanisation of Trig Road between Brigham Creek Road and SH18 Interchange.	
	Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including: <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision note that signalization including dual right turn lanes are also associated with development in 1B, 1C, 1D and 1E.	
	Closure of Sinton Road connection to the Brigham Creek Road roundabout at the SH18 northbound ramps and replacement with a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2. This is required to provide sufficient capacity at the SH18/Brigham Creek Road interchange with the timing depending on how much development has occurred in 1B, 1C, 1D and 1E.	

Table 1: Comparison of Updated Assessment and Table I616.6.2.1 Local transport infrastructure requirements

Area	Local transport infrastructure required based on updated assessment	Local transport infrastructure required from Proposed Plan Change Table I616.6.2.1
	Traffic signals at SH18 northbound on ramp/Trig Road intersections (including allowing for future extension of Northside Drive at the on-ramp intersection). (Needed with development associated with 1A and 1E)	

For some of the above improvements, it is considered more appropriate to associate them with the total number of dwellings/FTEs developed in the nearby areas, rather than to an individual development area. These include:

- ◆ Double right turn lane at the Kauri Road/Brigham Creek Road intersection from Brigham Creek Road east to Kauri Road north. This is required with development in Areas 1B, 1C, 1D and 1E with the timing depending on how much development has occurred in all these areas. Note that this measure presupposes that signals have already been provided here without the double right turn lanes.
- ◆ Prevention of vehicle access between Brigham Creek Road and Sinton Road and provision of a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2. Pedestrian and cycle access should be maintained. This is required with development in Areas 1B, 1C, 1D and 1E to enable the capacity improvements SH18/Brigham Creek Road interchange with the timing depending on how much development has occurred in all these areas
- ◆ Signalisation of the Trig Road/SH18 interchange intersections. This is required with the development within the areas 1A and 1E with the timing depending on how much development has occurred in these areas.

5 ANALYSIS OF MODELLING OUPUTS

An analysis of the modelling outputs has been undertaken and commentary on the Sinton Road Bridge, the Kauri Road/Brigham Creek Road intersection, Kauri Road-Sinton Road connection and SH18 interchange performance in relation to Sinton Road being removed from it is provided in this section. Further details of the updated traffic modelling and transport assessment are appended to this note.

5.1 Brigham Creek Road/Kauri Road intersection

As outlined ITA reports, a comprehensive network of pedestrian footpaths and appropriate cyclist infrastructure is needed to enable travel choices and therefore reduce vehicle trips. Given the amount of development anticipated along Kauri Road, Sinton Road and Brigham Creek Road area, the Brigham Creek Road/Kauri Road intersection will need to accommodate significant traffic volumes in the future including vehicle trips as well as walking and cycling trips. Traffic modelling shows that traffic signals are required to enable traffic to turn to and from Kauri Road. Signals are also required so that pedestrian and cyclists can safely cross Kauri Road and Brigham Creek Road.

The Base Case, ie without development in the proposed plan change areas, has been used to assess the operation of the Brigham Creek Road/Kauri Road intersection without signals. This assessment shows that with the existing layout, the intersection will operate with a LOS⁷ E and LOS F during the morning and evening peaks with the predicted traffic volumes in 2026. Whilst some people may be able to retime their trips to a less busy time, not providing a signal controlled intersection will result in safety implications as drivers will take shorter gaps, which increases the risk of crashes with oncoming vehicles. As development progresses and there are more walking and cycling trips in the area, traffic signals will be needed to help them cross the road in a safe and controlled way.

As such, signals are necessary to reduce delays for vehicles turning to and from Kauri Road and to improve safety for all users at the intersection. The initial signalised layout can include two through lanes on the Brigham Creek Road west and east approaches with a right turn lane on the Brigham Creek Road westbound approach. As development increases in Areas 1B and 1D, or the fourth leg is added to service areas 1C and 1E, then right turn lanes will be required on this approach.

Adding a fourth leg to the Kauri Road/Brigham Creek Road intersection will allow access to development in Area 1C. An assessment of the modelling of this intersection identifies that the double right turn lane on the westbound Brigham Creek Road approach is needed to compensate for the reduced green time on the Brigham Creek Road and Kauri Road approaches.

The intersection is used by traffic generated by areas 1B, 1C, 1D and 1E as well as background traffic and therefore it is appropriate to link it to all these areas, rather than just Area 1C.

⁷ Level of service (LOS) is a qualitative measure used to assess the quality of traffic operation, using letters A through F, with A being the best and F being the worst. The following descriptions of the LOS has been obtained from the Highway Capacity Manual (6th Edition, 2016):

LOS A describes free-flow operations, with vehicles travelling at the Free Flow Speed (FFS) on roads.

LOS B represents reasonably free-flow operations, and FFS on roads is maintained.

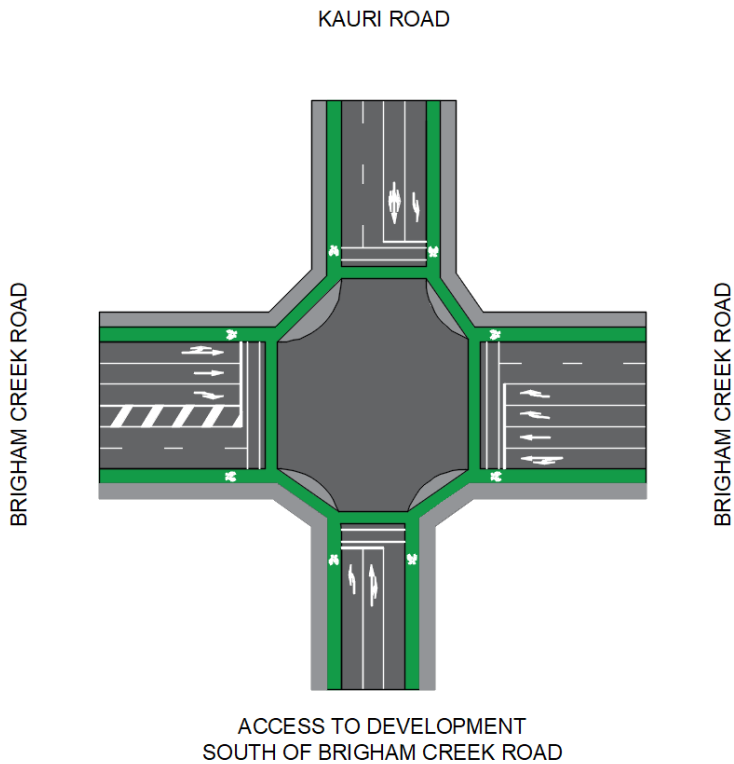
LOS C provides for flow with speeds near the FFS, with the freedom to manoeuvre within the traffic stream is notably restricted.

LOS D is the level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to manoeuvre within the traffic stream is seriously limited.

LOS E describes operation at or near capacity. Operations on road at the level are highly volatile because there are no usable gaps within the traffic stream, leaving little room to manoeuvre within the traffic stream. Typically delays are up to 80 seconds per vehicle

LOS F describes unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occurs for a number of reasons. Typically delays are over 80 seconds per vehicle.

Figure 3: Layout of Signals at Brigham Creek Road/Kauri Road with double right turn into Kauri Road



5.2 Sinton Road–Kauri Road connection and removal of Sinton Road at SH18 Interchange

The existing Sinton Road connection to the roundabout at Brigham Creek Road and the SH18 northbound ramps provides the only access to the area bounded by SH18 and the Waiarohia Inlet. Development in this area is anticipated to include some 1,700 new dwellings (area 1D). The base case, without any development in the plan change area assumes some capacity improvements for the northbound off-ramp as well as widening of Brigham Creek Road. However, if development occurs in areas 1B, 1C, 1D or 1E, traffic increases as the majority of the development traffic destined for SH18 will use this roundabout and the roundabout will need further capacity to accommodate this traffic. Closing the Sinton Road connection to the roundabout will provide additional capacity.

An alternative connection is then needed to provide access to Area 1D. Precinct Plan 2 shows a new connection to Kauri Road, providing for all modes of transport. In addition, the proposed new road link between Kauri Road and Sinton Road will provide a link between housing and employment in the Kauri Road area and the proposed RTN station on Sinton Road. This will also provide the opportunity to develop pedestrian and cyclist links between areas west of Kauri Road and the proposed RTN station in the Sinton Road area. Access to the RTN station is vital to provide travel choices and to help reduce vehicle trips on the network.

Based on the road layout shown in Precinct Plan 2, the proposed new road link will intersect Kauri Road near 9 Kauri Road, which is approximately 300 m north of Brigham Creek Road. An assessment of the operation of the Kauri Road/Brigham Creek Road intersection (with all plan change areas developed) indicates that the left turn queue on Kauri Road will extend 210 m back from Brigham Creek Road during peak traffic times. The westbound Brigham Creek Road approach to Kauri Road

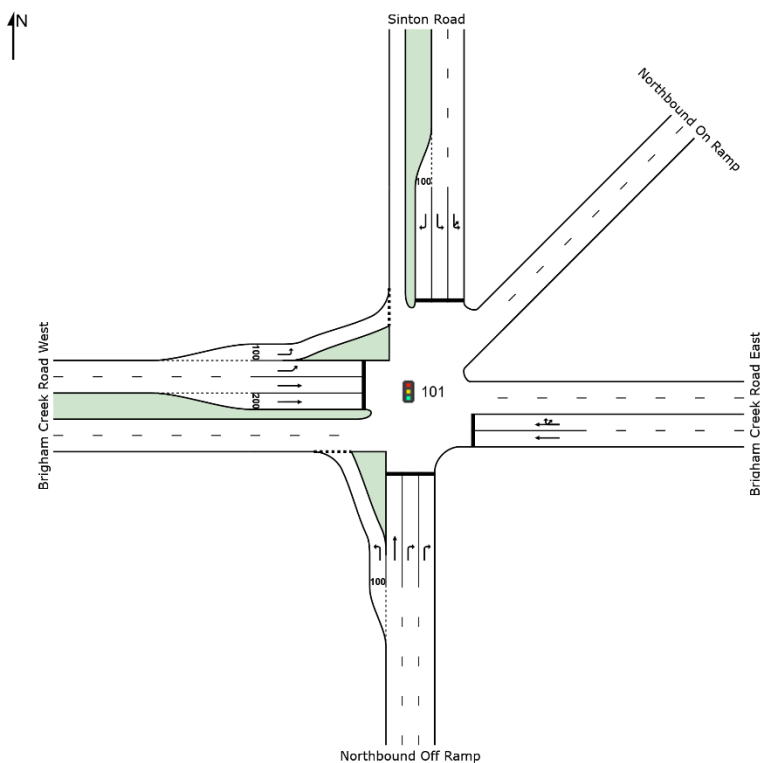
requires two right turn lanes and these need to feed into two lanes on Kauri Road, which can then merge to one lane. Based on the predicted traffic volumes making this right turn, the two lane section on Kauri Road needs to be at least 120 meters long before it merges into one lane over a distance of 70 to 80 m⁸.

If the new Sinton Road/Kauri Road intersection is located too close to the Kauri Road/Brigham Creek Road intersection, it will affect the operation of both intersections in terms of safety and capacity. Ideally, the new intersection will be located beyond the queuing effects and lane merging of the Kauri Road/Brigham Creek Road intersection, therefore, at least 210 m away. As such, the proposed location of the new Sinton Road /Kauri Road intersection, being 300 m north of Brigham Creek Road, is considered appropriate.

5.3 Submission 33

It has been suggested by a submitter that the existing Sinton Road connection could be retained at the SH18 northbound ramps/Brigham Creek Road intersection, and traffic signals could be provided at the intersection to reduce the predicted high delays. An assessment has been undertaken (using SIDRA) to investigate the intersection performance with such a layout, with the traffic demands being informed by the development scenario including areas 1A, 1B, 1C, 1D and 1E. Figure 4 below shows the signalised intersection that has been modelled. The assessment has excluded pedestrian crossings, but including these will result in higher delays for vehicles.

Figure 4: Modelled layout of a signalised intersection at Brigham Creek Road/SH18 Northbound Ramps/Sinton Road with Area 1A, 1B, 1C, 1D and 1E



⁸ Based on an assessment using SIDRA, a minimum two lane section of 120 m is required, plus a merging taper of 70 m to 80 m according to the Manual of Traffic Signs and Markings (MOTSAM) Part 2, Section 3: Intersection Markings.

The predicted intersection performance in the morning and evening peak hour is shown in Figure 5 and Figure 6:

Figure 5: Predicted Intersection Performance at Brigham Creek Road/SH18 Northbound Ramps/Sinton Road signals with Area 1A, 1B, 1C, 1D and 1E – 2026 Morning Peak

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Northbound Off Ramp											
1	L2	509	5.0	0.925	77.0	LOS E	39.2	286.4	1.00	1.17	24.5
2	T1	88	5.0	0.293	60.1	LOS E	5.7	41.9	0.92	0.73	27.5
3	R2	560	5.0	0.976	108.4	LOS F	26.5	193.4	1.00	1.05	19.9
Approach		1158	5.0	0.976	90.9	LOS F	39.2	286.4	0.99	1.08	22.2
East: Brigham Creek Road East											
5	T1	976	5.0	0.876	29.8	LOS C	37.6	274.4	0.96	0.94	35.4
6	R2	29	5.0	0.876	77.0	LOS E	18.8	134.8	1.00	1.01	24.5
6b	R3	116	0.0	0.876	77.7	LOS E	18.8	134.8	1.00	1.01	24.4
Approach		1121	4.5	0.876	36.0	LOS D	37.6	274.4	0.96	0.95	33.5
North: Sinton Road											
7b	L3	122	5.0	0.925	86.2	LOS F	20.8	152.1	1.00	1.04	23.0
7	L2	391	5.0	0.925	89.4	LOS F	21.8	158.8	1.00	1.02	22.4
9	R2	244	5.0	0.888	84.4	LOS F	19.9	144.9	1.00	0.97	23.2
Approach		757	5.0	0.925	87.3	LOS F	21.8	158.8	1.00	1.01	22.7
West: Brigham Creek Road West											
10	L2	96	5.0	0.065	5.4	LOS A	0.7	5.1	0.15	0.54	46.6
10a	L1	659	0.0	0.992	98.7	LOS F	64.3	450.1	1.00	1.14	21.3
11	T1	737	5.0	0.523	38.9	LOS D	20.7	151.3	0.83	0.73	32.7
Approach		1492	2.8	0.992	63.2	LOS E	64.3	450.1	0.86	0.90	26.9
All Vehicles		4527	4.1	0.992	67.6	LOS E	64.3	450.1	0.94	0.98	26.0

Figure 6: Predicted Intersection Performance at Brigham Creek Road/SH18 Northbound Ramps/Sinton Road signals with Area 1A, 1B, 1C, 1D and 1E - 2026 Evening Peak

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Northbound Off Ramp											
1	L2	475	5.0	0.794	55.0	LOS E	26.9	196.7	0.97	1.07	28.7
2	T1	380	5.0	0.982	100.6	LOS F	35.9	262.2	1.00	1.23	21.1
3	R2	1109	5.0	1.289	335.3	LOS F	98.1	716.4	1.00	1.54	8.6
Approach		1964	5.0	1.289	222.1	LOS F	98.1	716.4	0.99	1.37	12.0
East: Brigham Creek Road East											
5	T1	1300	5.0	1.242	265.5	LOS F	165.1	1205.3	1.00	1.92	10.1
6	R2	218	5.0	1.242	275.3	LOS F	71.6	515.9	1.00	1.46	9.4
6b	R3	160	0.0	1.242	276.0	LOS F	71.6	515.9	1.00	1.46	9.4
Approach		1678	4.5	1.242	267.7	LOS F	165.1	1205.3	1.00	1.82	9.9
North: Sinton Road											
7b	L3	74	5.0	1.195	239.6	LOS F	28.0	204.4	1.00	1.33	10.4
7	L2	360	5.0	1.195	251.6	LOS F	32.4	236.2	1.00	1.40	10.5
9	R2	229	5.0	1.280	329.9	LOS F	39.5	288.1	1.00	1.64	8.7
Approach		663	5.0	1.280	277.3	LOS F	39.5	288.1	1.00	1.47	9.8
West: Brigham Creek Road West											
10	L2	172	5.0	0.171	15.0	LOS B	4.9	35.8	0.45	0.65	41.6
10a	L1	600	5.0	1.291	335.2	LOS F	106.8	779.9	1.00	1.84	8.7
11	T1	787	5.0	0.763	54.5	LOS D	26.7	194.8	0.98	0.87	28.7
Approach		1559	5.0	1.291	158.2	LOS F	106.8	779.9	0.93	1.22	15.5
All Vehicles		5864	4.9	1.291	224.4	LOS F	165.1	1205.3	0.98	1.47	11.7

LOS F is predicted at the intersection in both morning and evening peak periods. Significant queuing is predicted during the evening peak hour with the 95th percentile queues on Brigham Creek Road east

approach being modelled as over 1 km. As such, it is not considered appropriate to retain a connection to Sinton Road at the SH18 northbound ramps intersection.

The submitter also suggests an alternative Sinton Road connection that joins Brigham Creek Road west of the existing Sinton Road/SH18 northbound ramps roundabout, joining Brigham Creek Road roughly mid way between Kauri Road and the SH18 roundabout. The submitter suggests a seagull treatment for this intersection. An assessment has been undertaken of the likely operation of such an intersection (using SIDRA), with the traffic demands informed by the scenario with areas 1A, 1B, 1C, 1D and 1E developed. The predicted intersection performance is shown in Figure 7 and Figure 8.

Figure 7: Predicted Intersection Performance at Brigham Creek Road/Sinton Road with Area 1A, 1B, 1C, 1D and 1E – 2026 Morning Peak

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
East: Brigham Creek Road East													
6	R2	118	5.0	118	5.0	0.740	51.8	LOS F	3.4	24.6	0.97	1.21	20.9
Approach		118	5.0	118	5.0	0.740	51.8	NA	3.4	24.6	0.97	1.21	20.9
North: Sinton Road													
7	L2	513	5.0	513	5.0	0.820	19.2	LOS C	9.3	67.7	0.87	1.59	33.7
8	T1	244	5.0	244	5.0	4.351	3057.6	LOS F	130.5	952.9	1.00	3.91	0.0
Approach		757	5.0	757	5.0	4.351	999.6	LOS F	130.5	952.9	0.91	2.34	1.2
West: Brigham Creek Road West													
10	L2	96	5.0	96	5.0	0.396	4.7	LOS A	0.0	0.0	0.00	0.07	25.1
11	T1	1396	5.0	1396	5.0	0.396	0.1	LOS A	0.0	0.0	0.00	0.03	49.7
Approach		1492	5.0	1492	5.0	0.396	0.4	NA	0.0	0.0	0.00	0.03	48.1
All Vehicles		2366	5.0	2366	5.0	4.351	322.5	NA	130.5	952.9	0.34	0.83	7.1

Figure 8: Predicted Intersection Performance at Brigham Creek Road/Sinton Road with Area 1A, 1B, 1C, 1D and 1E – 2026 Evening Peak

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
East: Brigham Creek Road East													
6	R2	598	5.0	598	5.0	4.370	3051.4	LOS F	301.5	2201.2	1.00	7.75	0.6
Approach		598	5.0	598	5.0	4.370	3051.4	NA	301.5	2201.2	1.00	7.75	0.6
North: Sinton Road													
7	L2	434	5.0	434	5.0	0.646	13.0	LOS B	5.1	37.0	0.76	1.27	37.8
8	T1	229	5.0	229	5.0	12.567	10475.4	LOS F	164.4	1200.5	1.00	2.22	0.0
Approach		663	5.0	663	5.0	12.567	3633.3	LOS F	164.4	1200.5	0.84	1.60	0.3
West: Brigham Creek Road West													
10	L2	172	5.0	172	5.0	0.415	4.7	LOS A	0.0	0.0	0.00	0.12	24.9
11	T1	1387	5.0	1387	5.0	0.415	0.1	LOS A	0.0	0.0	0.00	0.05	49.6
Approach		1559	5.0	1559	5.0	0.415	0.6	NA	0.0	0.0	0.00	0.06	46.8
All Vehicles		2820	5.0	2820	5.0	12.567	1501.7	NA	301.5	2201.2	0.41	2.05	1.7

LOS F and significant queuing is predicted at the intersection in both morning and evening peaks. It is therefore considered that such a connection is not appropriate, given the amount of development proposed in the area. Brigham Creek Road will accommodate significant traffic volumes in the future and any road connection to Brigham Creek will need to be signalised to improve safety and intersection operation. However, a signalised intersection will be inappropriate at this location due to the short distance between Kauri Road and the SH18 northbound ramps intersection.

5.4 Collector Roads within Area 1D

Precinct Plan 2 shows the existing Sinton Road and an extension of Sinton Road to connect as a loop as Collector roads, as highlighted in yellow in Figure 9 below.

Figure 9: Precinct Plan 2, Proposed Collector Roads in Area 1D



From an assessment of the modelling outputs, having both roads as Collectors is considered unnecessary and the predicted peak directional traffic on Sinton Road is predicted to be 500 to 600 vehicles per hour, which can be accommodated by one Collector road with one lane in each direction. Note that this amount of traffic assumes that RTN is available, and that the Sinton Road-Hobsonville Road connection has been built.

If one of the Collectors is removed, appropriately spaced Local roads and walking/cycling connections will be needed to support the density anticipated and provide a walkable neighbourhood, particularly in relation to bus stops and connections to Hobsonville Village. From a transport point of view we suggest retaining the northern Collector, while the southern road should remain as a Local road or a walking/cycling link. The northern link is suggested as the Collector as the southern link, being shorter, may encourage rat running from Kauri Road and Brigham Creek Road to Hobsonville Road, via the new bridge over SH18. This could introduce additional traffic into the Sinton Road area and lead to reduced road capacity on both Sinton Road and Kauri Road.

5.5 Sinton Road SH18 Bridge

The proposed plan change identifies a new link between Sinton Road and Hobsonville Village, which is necessary to accommodate the traffic predicted to be generated in areas 1B and 1D. The link allows bus connections between Kauri Road and Hobsonville Road through the proposed RTN station, without requiring the buses to travel through the SH18/Brigham Creek Road interchange, as well as providing an additional pedestrian and cyclist route between Whenuapai and Hobsonville. This link also provides resilience for emergency access to and from the Sinton Road area.

If this link is not provided, LOS F is predicted on several approaches at the Brigham Creek Road/Kauri Road intersection in the morning and evening peaks, with significant queues (over 450 m) predicted on the Brigham Creek Road westbound approach during the evening peak, even with a two right turn

lanes. Such a queue will extend back through the SH18 interchange and could affect flows on the motorway.

As such, the new local link crossing SH18 connecting the Sinton Road area to Hobsonville will reduce traffic volumes on Kauri Road, Brigham Creek Road and through the SH18 interchange. It will also provide the ability for trips to be shorter, eg to local conveniences at Hobsonville Village, and more trips to be made by walking, cycling and public transport.

5.6 Trig Road Collector Road Connection to Hobsonville Road

Precinct Plan 2 from the proposed plan change identifies a Collector Road accessing the development area west of Trig Road. During the initial planning stage of the Whenuapai Structure Plan this Collector road was considered to connect to Hobsonville Road between SH16 interchange and Trig Road. This connection was removed in the August 2016 ITA report due to the following reasons:

- ◆ The proposed Collector Road connection to Trig Road is predicted to be able to support development in Stage 1A. A new connection to Hobsonville Road is considered unnecessary to accommodate the predicted vehicle trips
- ◆ A direct connection between Trig Road and Hobsonville Road west will introduce “rat-run” trips on the proposed Collector road and could result in safety issues at its intersection with Hobsonville Road. Trig Road is the appropriate road to perform the function of an Arterial Road and accommodate this through traffic and is planned to be realigned to join Hobsonville Road at the existing Hobsonville Road/Luckens Road intersection. If the Collector connects through to Hobsonville Road, it will provide a shorter and likely faster route for drivers travelling between Hobsonville Road west, the SH18 ramps and areas further north, including Area 1E, as it will also allow them to avoid the signals at the Luckens Road intersection. A Collector road, providing mainly for trips within and to/from the local neighbourhood, is not considered suitable for such traffic.

ATTACHMENT 9

MEMO FROM AUCKLAND COUNCIL HEALTHY WATERS DEPARTMENT

Specialist Report for Hearing - Stormwater

To: Emily Ip and Anne Bradbury
From: Paula Vincent, Senior Healthy Waters Specialist; Shaun Jones, Principal – Development Planning; and Chloe Trenouth, Planning Consultant
Date: 19 March 2018
Plan Change: Whenuapai Proposed Plan Change 5

1. **Description of Proposal**

Proposed Plan Change 5 seeks to rezone land at Whenuapai to the following zones to enable urbanisation to occur as Stage 1 of the Whenuapai Structure Plan:

- Residential: Single House, Mixed Housing Urban and Terrace House and Apartment Buildings (217ha); and
- Business: Light Industry zones (124ha).

Land to be urbanised will increase the amount of impervious areas and stormwater runoff, which will drain into the receiving environment of the Waiarohia Creek and the Upper Waitemata Harbour.

2. **Background**

Healthy Waters has sought a region-wide stormwater network discharge consent (region-wide NDC), which will approve existing discharges and establish a process for approving future discharges through stormwater management plans. The connection standard stipulates that a stormwater management plan will be required for developments over 20 lots or for developments under 20 lots that can't meet the stormwater management requirements. This approach will achieve consistency against an agreed set of principles, and also require approval of stormwater management plans to identify the approaches to be taken in particular catchments. The region-wide NDC was publicly notified on 3 February 2018, and submissions close on 20 March 2018.

The Whenuapai Precinct Stormwater Management Plan (SMP) was prepared as part of the structure plan process and development of Whenuapai 3 Precinct. An application for stormwater discharge consent under E8 Stormwater discharges and diversions for the plan change area has not been sought for the plan change area because discharges will come under the region-wide NDC when it is in place. The SMP will then be approved in accordance with the region-wide NDC to establish the public stormwater network.

The proposed Whenuapai 3 Precinct includes a special information requirement for each subdivision to provide a site specific stormwater management plan to demonstrate how the outcomes of the approved SMP are to be achieved on the ground (i.e. physical locations of any devices or networks). Provided stormwater management is undertaken in accordance with the approved SMP there is no requirement for consents to be obtained under E8 Stormwater discharges and diversions.

3. Specialist Assessment

Section 6.4 of the Section 32 report addresses Stormwater Management, identifying the opportunities for an integrated stormwater management approach to be adopted and enhancement of water quality and ecosystems within the degraded Waiarohia catchment and estuary.

“The Upper Waitematā Harbour is identified as ‘Degraded 1’ under the AUP (OP), recognising the high level of degradation to marine water quality and ecosystem health.

New urban development has the potential to increase stormwater flows, which may lead to increased stress on streams and flood risk. If unmitigated, urban development can generate and discharge contaminants such as gross stormwater pollutants (litter), heavy metals and hydrocarbons. This is likely to increase the accumulation of metals such as copper and zinc in the narrow estuaries of the Waiarohia Inlet and Brigham Creek.

While development in the plan change area has the potential to increase flood risks and further degrade the receiving environment of the Upper Waitematā Harbour, it also creates opportunities to reduce existing adverse effects and enhance freshwater and coastal environments that are degraded. Through this plan change there are opportunities to maintain a sustainable hydrology, to minimise the generation and discharge of urban pollutants, and to enhance riparian margins to improve stream water quality and habitat. Keeping development out of floodplains and overland flow paths will ensure flood risk is not increased.”

Relevant statutory documents including the New Zealand Coastal Policy Statement 2010 (NZCPS), National Policy Statement for Freshwater Management 2014, Hauraki Gulf Marine Park Act 2000, and the Auckland Unitary Plan Chapter B: Regional Policy Statement seek to:

- Maintain freshwater and coastal water quality where it is high
- Enhance water quality where it is degraded
- Maintain or sustain the life-supporting capacity of ecosystems
- Protect and enhance the natural, historic, cultural and physical resources of the Hauraki Gulf and its catchments
- Avoid the unnecessary loss and modification of streams
- Subdivision, use and development minimises the generation and discharge of contaminants and adverse effects on freshwater and coastal water
- Adopt the best practicable option for stormwater diversions and discharges.
- Creation of new risks is avoided in greenfield developments and the functions of natural systems, such as flood plains and overland flow paths are protected.

The Whenuapai 3 Precinct: Stormwater Management Plan (SMP) seeks to manage stormwater runoff using an integrated management approach that minimises and mitigates adverse effects, and that there is an overall improvement in water quality and ecosystem health in streams and estuaries in the Upper Waitematā Harbour. The stormwater management requirements for development are summarised in Table 3 of the SMP. Where the requirements are to a higher standard than the Auckland-wide

provisions of the AUP they have been incorporated into the Whenuapai 3 Precinct to implement the SMP. In summary, these requirements are:

- Flooding – development shall not create or exacerbate existing flooding of any habitable floor, new buildings shall be located outside the 1% AEP flood plain, riparian margins are provided and protected to safely convey flood flows;
- Streams / natural wetlands – intermittent and permanent streams and wetlands are mapped and retained, riparian planting is provided for all intermittent and permanent streams, all outfalls into streams set back from edge of streams where practicable and be protected against erosion;
- Coastal yards – outfalls to the coast use green infrastructure where feasible and practicable, and protected against erosion;
- Hydrology – application of SMAF control, stormwater retention is achieved by infiltration where feasible;
- Water quality – impervious areas over 1,000m² treated in accordance with TP10/GD01, runoff from waste storage areas treated by gross pollutant traps, generation and discharge of contaminants reduced at-source, low contaminant building products are utilised, water quality treatment achieve on-site unless there is a communal device acceptable to council.

4. Response to submissions

Relevant submissions to the topic of stormwater have been grouped into the following key issues:

- Duplication with Auckland-wide provisions
- Stormwater quality
- Stormwater quantity
- Flooding
- Amendments seeking further clarity

1. Duplication with Auckland-wide provisions

Submissions from CDL Land New Zealand Limited (36.10, 36.28, and 36.47) and Cabra Developments Limited (21.13 and 21.14) raise concerns about duplication with existing Auckland-wide provisions in Chapters E8 and E10. CDL Land New Zealand Limited seeks the deletion of Policy 14 and Standard I616.6.3 Stormwater management relating to flooding.

Response

Although submission 36.28 refers to Policy 14, the amendment sought relates to the deletion of the policy relating flooding which is Policy 13. This policy reflects the level of risk in the Whenuapai precinct from development in the floodplain and the intent of the Auckland-wide flooding policies to avoid development in floodplains.

While it is acknowledged that Chapter E36 Natural hazards and flooding contains policies addressing flooding in urban areas (Policies 13 – 15), greenfields areas (Policies 17 – 20), and generally (Policies 21 – 28) these are not specific to the area of Whenuapai. In particular, there is a risk that the intention to avoid locating new buildings in the 1 per cent AEP may not be achieved once the land is zoned and under development. Submission 36.47 also seeks the deletion of the corresponding standards in I616.6.3.

Submission seeking removal of stormwater provisions because of duplication is not supported for the following reasons:

- Avoiding new buildings in the 1 per cent AEP

Policy E36(17) requires buildings to be located outside the floodplain in greenfield land outside the existing urban areas, and Policies E36(13) and (15) address development in existing urban areas. The key difference is that in existing urban areas only new buildings accommodating more vulnerable activities are required to be located outside the floodplain, but they are also able to locate within or above the floodplain where safe evacuation routes or refuges are provided. Whereas in greenfield areas all buildings are required to locate outside the floodplain. The AUP defines greenfield as “land identified for future urban that has not previously been developed”. Therefore once land has been developed and becomes existing urban area Policy E36(17) would no longer apply, and development could be located within the floodplain.

Subdivision of urban land (E38) within the floodplain is a restricted discretionary activity, and must provide a shape factor outside the floodplain. However, once a site is established under the flooding rules extension of a dwelling could potentially occur. Policy I616.3(13)(a) is therefore required along with the standard I616.6.3(2) to ensure that the flooding outcomes for new urban areas are achieved and the flooding effects are not exacerbated in the future.

- Avoidance of increased flood risk

Auckland wide flooding provisions address increased flood risk from development within floodplains and overland flow paths (E36), and also in relation to stormwater discharges to the environment (E8). However, they do not address potential impacts of development on stormwater flows increasing existing flood risk.

Policy E38(21) requires sites to provide for treatment and disposal of stormwater in a way that does not exacerbate flooding. Matters of discretion include effects on the intended use of the site or sites created by the subdivision and vulnerability of the uses, but does not address downstream or upstream flood

risks beyond those sites. Therefore Policy I616.3(13)(b) and standard I616.6.3(1) should be retained to address effects of development of flood risk.

- Policy I616.3(13)(c) requires existing flood risk to be mitigated where practicable.

Redevelopment of existing more vulnerable activities located in floodplains are required to remedy or mitigate flooding effects where practicable in existing urban areas (Policy E36(14)); and earthworks in the floodplain are required to remedy or mitigate flooding effects where practicable (Policy E36(20)). Policy E38(2) requires subdivision to manage risk of adverse effects from natural hazards in accordance with the provisions of E36 in relation to safe and stable building platforms. These existing policies therefore only apply if there are existing more vulnerable activities located in the floodplain or earthworks are proposed in the floodplain. Policy I616.3(13)(c) requires mitigation of all existing flood risk where practicable, and would be achieved through the development of the stormwater management plan required as part of a subdivision.

2. *Stormwater quality*

A number of submissions raised concerns about stormwater quality and runoff from development within the precinct discharging into the freshwater and coastal receiving environments including (8.4, 15.4, 19.29, 30.3, 39.1). Upper Harbour Ecology Network (8.5) and Herald Island Environmental Group (19.30) seek quality treatment at-source to reduce the discharge of contaminants into the receiving environment, and Royal Forest and Bird Protection Society NZ (22.10 and 22.20) seek requirements for adequate measures to control sedimentation runoff into waterways and the coastal environment from both construction works and once operational.

Specific amendments are sought by Royal Forest and Bird Protection Society NZ (22.22) to Objective I616.2(8)(d) to enhance the ecological values of the receiving environment; and by Auckland Transport (42.13) to remove references to roads in Standard I616.6.3(3).

Herald Island Environmental Group (19.11, 19.40) supports the application of SMAF 1 controls for the whole precinct, and seeks amendments to minimise the amount of stormwater discharged to the Waiarohia Inlet and Brigham Creek. Martin and Rochelle Good (20.2) seek further investigation into the amount of stormwater and how it will be treated to stop pollution in the Upper Harbour.

Response

Stormwater provisions within the Whenuapai 3 Precinct seek to manage stormwater runoff from impervious areas over 1,000m² to achieve treatment in accordance with TP10. The focus of TP10 for water quality is on removal of 75% total suspended solids, and this will also result in the removal of many other contaminants of concern including particulate trace metals, particulate nutrients, oil and grease on sediments and bacteria on sediments.

The SMP recognises that quality treatment above the Auckland wide standards (E9) is required in Whenuapai because of the sensitivity of the receiving environment and the impacts of land use change from rural to urban.

Some submitters seek treatment of contaminants at-source to strengthen the controls on stormwater runoff. The SMP indicates that for water quality it is desirable for treatment to be achieved on-site unless there is a communal device, acceptable to council. Special information requirements set out in the Whenuapai 3 Precinct require a plan for all development and subdivision that identifies how stormwater management requirements will be met, including whether by devices on-site or through communal devices. Best practice stormwater management is to treat contaminants at-source through a treatment train approach rather than relying on larger management devices at the end of the catchment. At-source treatment is more efficient and effective.

It is acknowledged that communal devices such as wetlands or raingardens may be appropriate where on-site treatment cannot be achieved. However, it is anticipated that in a greenfields development this would be rare and that generally at-source treatment should be able to occur on-site and provision made for this at the subdivision stage. The desirable approach to achieving treatment at-source is currently not explicit in the precinct and it is considered appropriate to amend Policy I616.3(12) to establish this. It is also considered appropriate to amend Standard I616.6.3(3) to require quality treatment at-source to provide better protection to the receiving environment in support of submission (8.5).

In relation to specific concerns about sedimentation, erosion and sediment effects from land disturbance activities are addressed in Chapter E11 as regional rules, resource consent for earthworks is triggered where certain thresholds are exceeded. All permitted earthworks are required to implement best practice erosion and sediment control measures for the duration of land disturbance in accordance with general standard E11.6.2(2). Objective E11.2(2) seeks that sediment generation from land disturbance is minimised. Policy E11.3(7) requires any land disturbance to minimise sediment discharge to the extent practicable, avoiding significant adverse effects and avoiding, remedying or mitigating adverse effects where there is a sensitive downstream receiving environment that is sensitive to sediment accumulation.

The highest risk of sedimentation is during the construction process, once urbanised sediment discharges will reduce compared to rural land use. However, urban environments (particularly roads) increase the risk of new contaminants such as trace metals and hydrocarbons discharging into the receiving environment. Large scale development associated with subdivision will be required to obtain the necessary resource consents for bulk earthwork and implementation of appropriate erosion and sediment control measures under E11, and permitted activities are also required to implement appropriate erosion and sediment controls under E11. In addition, stormwater management devices required in accordance with SMAF 1 controls would capture some sediment from completed development.

Sediment discharges during the site construction stage, after bulk earthworks, would generally only require resource consent for earthworks under E12 which does not address erosion and sediment effects. However, such earthworks during site

construction would still have to comply with Standard E11.6.2(2) and any non-compliance would need to be addressed as an enforcement matter.

Submissions seeking additional sediment controls in the Whenuapai 3 Precinct would result in duplication of existing provisions for land disturbance and are therefore not supported. However, in light of the cumulative effects of uncontrolled site earthworks it is considered appropriate to include a cross reference to Standard E11.6.2(2) in the description of the precinct under Stormwater Management to ensure awareness of the requirement to install best practice controls.

In areas where SMAF controls do not apply, discharges below 2m RL, it is considered appropriate to include additional controls to ensure that stormwater is treated before being discharged to the receiving environment to adequately remove contaminants (including sediment). Standard I616.6.3 currently requires treatment of impervious areas above 1,000m², which will mitigate contaminants (including sediment) from completed development.

In terms of roads, the SMP states that road corridors must be sized to accommodate stormwater management, where this is applied 'on-site'. Amendments proposed to Policy I616.3(12) will assist in providing greater clarity that stormwater treatment is anticipated to occur on-site, including for roads.

The following table identifies how the Auckland wide stormwater provisions apply alongside the precinct provisions, to identify risks and how water quality has been considered and will be addressed.

	Residential / Industrial zones (sites <1,000m ²)	Residential / Industry zones (sites >1,000m ²)	Roads
E9 Quality	High use roads and high contaminant generating carparks	High use roads, and high contaminant generating carparks	High use roads
E10 Quantity	SMAF 1 controls apply requiring hydrology mitigation through detention and retention.		
E11 Earthworks - sediments	General standard E11.6.2(2) for permitted earthworks requires installation of best practice erosion and sediment controls		
I616 Precinct	No controls	All impervious areas over 1,000m ²	
Risks	High contaminant generating building materials currently not managed (high risk)	High contaminant generating building materials (high risk) Impervious areas under 1,000m ²	Areas where SMAF controls do not apply (high risk) Roads under

	Areas where SMAF controls are not required (high risk)	where retention provided for in accordance with SMAF (low risk)	1,000m ² where retention is provided for in accordance with SMAF (low risk)
	Driveways where retention provided for in accordance with SMAF (low risk)		

This table illustrates that the proposed precinct provisions for quality treatment when coupled with the SMAF controls will address most stormwater quality concerns. However, it also highlights that there would be no quality treatment in areas where SMAF controls do not apply and that there are no controls for high contaminant generating building materials. High contaminant building materials are those with exposed surfaces resulting in contaminants such as copper, zinc, and aluminium. Any such materials should be treated at-source prior to avoid discharges of metals to the environment. Therefore additional controls are recommended that require inert building materials to be utilised unless runoff is treated to remove contaminants, and also to require all impervious areas that are not directed to a stormwater management device (i.e. for quality or quantity) to be treated prior to discharge to the environment.

Quality treatment of roads is achieved by the trigger for quality treatment for impervious areas over 1,000m². Auckland Transport (42.13) seeks removal of roads from Standard I616.6.3. The standard does not explicitly refer to roads, but they are captured under the definition of impervious area. The removal of requiring quality treatment for roads over 1,000m² is not supported because roads are a significant source contaminants from non-point discharges. It is not appropriate to rely on the Auckland wide rules for quality treatment in Whenuapai because they only treat high use roads (over 5,000 vehicles per day).

Quality treatment of impervious areas more than 1,000m² is considered an appropriate trigger for at-source treatment and will capture most high risk activities. Generally roads are unlikely to be constructed at less than 1,000m² because they generally occur as part of a larger subdivision and a local road network. Where a road is constructed with less than 1,000m² of impervious area some quality treatment will be achieved through the implementation of the retention requirements for SMAF 1. Therefore the 1,000m² trigger for development of impervious areas (including roads) is considered appropriate.

Objective I616.2(8) Stormwater management establishes the outcomes for stormwater management in the precinct. Amendment to Objective I616.2(8)(d) to achieve an outcome for the stormwater management approach that enhances the ecological values of the receiving environment would reflect the intention of E1 water provisions and provide additional support to the quality treatment controls. Therefore the submission from Royal Forest and Bird Protection Society NZ (22.22) is supported and the amendment to insert 'enhance' is recommended.

3. *Flooding*

Charles Ku (34.12 and 34.16) supports the plan change and seeks amendments to Policy I616.3(13) and Standard I616.6.3(2) to manage flood risks and to require buildings with habitable floors to be located outside the floodplain.

Response

The approach to flood management in the precinct is discussed above in relation to submissions on duplication. The amendments sought by the submitter are not supported because they do not reflect the intention to avoid all new buildings in the floodplain to protect the natural function of the floodplain as required by E36 for greenfields areas.

4. Amendments seeking further clarity

Herald Island Environmental Group (19.26 and 19.28) seeks amendments to ensure enforcement of all stormwater management devices, and that Te Kawerau a Maki, Ngati Whautā o Kaipara and Ngati Whatua Orakei are informed and involved in all stormwater discharges to this area.

The precinct does not address stormwater discharges to the environment, as this is addressed in the Auckland wide provisions in E8. Healthy Waters has a process of engaging with iwi for any discharges associated with the public network. Any other discharges would be considered in terms of potential effects on cultural values, and it is anticipated that iwi would be involved in accordance with good practice.

A number of submissions raised concerns about the SMP because it indicates that stormwater runoff will be piped to the receiving environment (8.5, 15.3, and 19.25).

Whilst it is acknowledged that parts of the SMP could be misinterpreted to suggest that stormwater runoff will be piped directly to the receiving environment this approach is not supported. The stormwater management approach seeks a treatment train approach to achieve hydrology mitigation (reduce quantity) and quality treatment by implementing SMAF 1 controls, and the proposed Standard I616.6.3.

The SMP is intended to be a live document, enabling it to respond to issues if they arise through site specific stormwater management at subdivision stage, which will be demonstrated by the special information requirement in the precinct for a stormwater management plan. It is therefore not appropriate for the precinct provisions to incorporate the SMP into the plan. The precinct provisions have been revised to ensure that the relevant aspects of the SMP are reflected to ensure the stormwater management outcomes are achieved.

In support of submissions concerned with the wording of the SMP it is recommended to amend Policy I616(12) by deleting the requirement to be consistent with the requirements of the Whenuapai 3 Precinct: Stormwater Management Plan (2017) to avoid potential conflict between the precinct provisions and the text of the SMP. In accordance with the region-wide NDC, discharges to the stormwater network would be required to comply with any relevant approved stormwater management plan. Therefore in relation to any connections to the stormwater network, development will be required to be in accordance with the relevant approved SMP.

Enforcement of the requirement of on-site stormwater management devices is not currently addressed by the precinct provisions. Where a stormwater management device is required to be installed on-site a consent notice would be imposed on the title through the subdivision process to clarify the requirements. Enforcement then occurs through the resource consent and/or building consent stages of development.

CDL Land New Zealand Limited (36.19) seeks amendments to the precinct description in relation to stormwater management approach to clarify that as a result of the findings of the Stormwater Management Plan the SMAF 1 controls are applied. The amendments proposed are not supported because the SMAF 1 controls are only one part of the stormwater management approach, which on their own will not sufficiently address the sensitive environment.

New Zealand Defence Force (41.18) seeks amendments to Policy I616.3(12) to avoid and/or mitigate bird strike risk that could occur as a result of stormwater management approaches. This issue relates to the establishment of wetlands or similar large water areas where birds may gather, therefore increasing the risk of bird strike by planes taking off or landing at Whenuapai Airbase.

Policy I616.3(12) specifies the approach to be taken for stormwater management. Proposed amendments to I616.3(12) in response to other submissions emphasises the use of at source treatment of stormwater. By requiring at-source management and treatment devices there would be a reduced demand for large communal sized devices (such as wetlands) that would increase risks of bird strike.

Construction of any wetlands or large communal devices for stormwater management would be required to obtain the necessary resource consents under E26 Infrastructure and in accordance with the requirements to notify the NZ Defence Force of relevant applications there would be opportunity to address issues at this stage. However, as the plan provisions for construction of wetlands and ponds are located in E26 there is no scope to make any specific provisions to consider bird strike.

5. Recommended Amendments

616.1. Precinct Description

Stormwater Management

~~Stormwater management within the precinct is guided by the Whenuapai 3 Precinct Stormwater Management Plan (2017). This assessment has identified that t[Submission point 19.25 Herald Island Environmental Group]-~~The streams and coastal waters within the precinct are degraded and sensitive to changes in land use and stormwater flows. As part of the stormwater management approach, stormwater treatment requirements and the stormwater management area control – Flow 1 have been applied to the precinct. Sedimentation effects from land disturbance during construction are addressed by Standard E11.6.2(2) requiring implementation of best practice erosion and sediment controls for all permitted land disturbance activities. [Submission point 22.10 Royal Forest and Bird Protection Society]

I616.2 Objectives

(8) Through subdivision, use and development, implement a stormwater management approach that:

(a) is integrated across developments;

(b) avoids new flood risk;

(c) mitigates existing flood risk;

(d) protects and enhances the ecological values of the receiving environment;
[*Submission point 22.22 Royal Forest and Bird Protection Society*]

(e) seeks to mimic and protect natural processes; and

(f) integrates with, but does not compromise the operation of, the public open space network.

I616.3 Policies

(12) Require subdivision and development within the Whenuapai 3 Precinct to:

(a) apply an integrated stormwater management approach;

(b) ~~manage stormwater diversions and discharges~~ treat stormwater runoff at-source to enhance the quality of freshwater systems and coastal waters; ~~and~~ [*Submission point 8.5 Upper Harbour Ecology Network*]

(c) ~~be consistent with the requirements of the Whenuapai 3 Precinct Stormwater Management Plan (2017) and any relevant stormwater discharge consent.~~
[*Submission point 19.25 Herald Island Environmental Group*]

I616.6.3 Stormwater management

(1) Stormwater runoff from new development must not cause the 1 per cent annual exceedance probability (AEP) floodplain to rise above the floor level of an existing habitable room or increase flooding of an existing habitable room on any property.

(2) All new buildings must be located outside the 1 per cent AEP floodplain and overland flow path.

(3) Stormwater runoff from impervious areas totalling more than 1,000m² associated with any subdivision or development proposal must be:

a. treated at-source by a stormwater management device or system that is sized and designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or [*Submission point 8.5 Upper Harbour Ecology Network*]

b. where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance.

(4) All stormwater runoff from:

- a. commercial and industrial waste storage areas including loading and unloading areas; and
- b. communal waste storage areas in apartments and multi-unit developments

must be directed to a device that removes gross stormwater pollutants prior to entry to the stormwater network or discharge to water.

(5) Stormwater runoff from impervious areas not directed to an approved stormwater management device achieving either quality treatment or hydrology mitigation in accordance with SMAF 1 must:

- a. achieve quality treatment on-site in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003) prior to disposal to the stormwater network; or
- b. use inert building materials.

[Submission point 19.30 Herald Island Environmental Group]

ATTACHMENT 10

MEMO – WHENUAPAI PLAN CHANGE, STAGE 1 – COASTAL HAZARDS

Memo

21st March 2018

To: **Wayne Siu**, Planner – Planning North West
cc: **Paul Klinac**, Manager, Coastal and Geotechnical Services
From: **Natasha Carpenter**, Principal Coastal Specialist
Subject: **Whenuapai Plan Change, Stage 1 – Coastal Hazards Submissions**

1.0 Introduction

This memo has been prepared in response to submissions for the Whenuapai Plan Change in relation to the coastal erosion setback yard. This memo covers technical coastal hazard management matters in support of the corresponding section of Council's corresponding S42a planning report. In particular, the following submissions are addressed:

- Submission 5.3 and 5.5
- Submission 21.16 and 21.17

2.0 Submission 5.3 and 5.5

Brigham Investments Limited has made the following submission points in relation to the coastal erosion setback yard:

'The provisions in PC5 relating to the Whenuapai 3 coastal erosion set back yard (the PC5 Set Back Yard) relitigate the approach to coastal hazards adopted in Chapter E36 of the AUP (OP), which itself was the product of extensive public submissions

We see no risk management imperative in Tonkin and Taylor's Coastal Hazard Assessment Report (August 2017) or any other report referred to by Council, for adopting the coastal hazard provision in PC5 (apart from the width of the PC5 Set Back Yard as noted above). In our opinion there is no rationale for departing from Chapter E.36 of the AUP (OP) in the manner contemplated by PC5.

The AUP (OP) implicitly recognises that while the risks of coastal erosion over a 100 year plus timescale need to be carefully managed, this does not necessitate complete and immediate prohibition of new buildings and other structures on the affected land. In initiation PC5, the Council appears to have adopted a different attitude.'

Chapter E36 of the AUP (OP) requires land that may be subject to natural (including coastal) hazards to be identified and to ensure development avoids or mitigates adverse effects. Land defined as within the 'Coastal Erosion Hazard Area' (Chapter J) requires the preparation of a hazard risk assessment under the special information requirements of E36.9.

Recognising the Whenuapai Plan Change Stage 1 area includes approximately 4.5km of coastal land, Tonkin and Taylor (2017) were commissioned to prepare a site specific coastal hazard assessment in support of the plan change process. The assessment considered the range of parameters understood to influence future, long term cliff erosion

rates including the historic rate of retreat of the coast, the height of the cliff, the stable cliff angle and historic sea-level rise. In addition, a range of future sea-level rise scenarios were assessed.

The hazard assessment presented a range of results, reflecting both the dynamic nature of the coast (including geological types and exposure), with a range of probabilities of total erosion being exceeded by 2120. In the proposed Whenuapai plan change provisions, the results with a 5% probability of being exceeded by 2120 in conjunction with the Representative Concentration Pathway (RCP) 8.5+ scenario have been adopted for the coast protection yard. Adoption of RCP8.5 is consistent with the climate change and sea-level rise policies and activity controls included in the AUP (OP) which primarily consider 1m of sea-level rise over the next 100 years (and subsequently correspond with the extrapolation of RCP 8.5+ to 2115).

Overall, the results of Tonkin and Taylor (2017) have confirmed the coastal erosion hazard area to 2120 for the Whenuapai Plan Change Stage 1 area to range from 16 to 33m. The site specific nature of the assessment provides greater assurance than the generic, region wide 'coastal erosion hazard area' presented in the AUP (OP) definitions. In my opinion, implementation of the AUP definition to date has resulted in the production of a range of ad-hoc coastal hazard assessments of varying quality around the region. While the results typically confirm the coastal erosion hazard, the common response is to mitigate the hazard through provision of hard defences as opposed to providing adequate setbacks to avoid the hazard. Therefore, in my opinion, re-zoning is a key tool for avoiding the risk of coastal hazards with future development and the Tonkin and Taylor (2017) assessment has enabled the development of more robust provisions within the Whenuapai Plan Change area.

I note that the above approach is well aligned with the New Zealand Coastal Policy Statement (2010) and the recent guidance from the Ministry for the Environment Coastal Hazards and Climate Change Guidance (2017). With respect to the NZCPS, this relates to Policy 24 'identification of coastal hazards', Policy 25 'Subdivision, use and development in areas of coastal hazard risk', and Policy 26 'Natural defences against coastal hazards'. In particular this includes the direction to avoid increasing the risk from coastal hazards and to avoid redevelopment or change in land use that would increase the risk of adverse effects from coastal hazards. In relation to the recent MfE guidance, a range of transitional allowances are recommended for use in planning for different categories of development. For coastal subdivision, it is also recommended to avoid hazard risk by using sea-level rise over more than 10-0 years and the RCP 8.5+ scenario.

3.0 Submission 21.16 & 21.17

Cabra development limited has made the following submission points in relation to the coastal erosion setback yard:

'Amend Policy I616.3(16) to enable the construction of appropriate erosion control structures, as specified within Appendix 1 and consistent with the following:

(16) ~~Avoid the~~ Provide for the use of hard protection structures where appropriate to manage avoid, remedy or mitigate the effects of coastal erosion risk in the Whenuapai 3 coastal erosion setback yard.

Amend I616.4 Activity Table as specified within Appendix 1 and consistent with the following:

Coastal protection structures

(A4)	Hard protection structures	D
(A5)	Hard protection structures located within the Whenuapai 3 coastal erosion setback yard	NG <u>D</u>

Chapter E.36 of the AUP(OP) sets a direction to encourage natural features and non-structural solutions (as opposed to hard protection structures) to avoid, remedy or mitigate hazards. This approach gives effect to the New Zealand Coastal Policy Statement (2010). Changing Policy I616.3(16) and the associated activity table would contrastingly encourage the use of hard protection structures to avoid, remedy or mitigate the effects of the identified coastal erosion risk in Whenuapai. This presents a number of key issues as further discussed below:

1. Conflicting messaging on the management of identified coastal erosion hazard areas
2. Design life and residual risks associated with hard protection structures
3. Adverse effects of hard protection structures on other values including natural character, visual amenity, coastal processes and biodiversity.
4. Potential constraints on adaptation pathways and soft engineering techniques.

2.1 Conflicting messaging on the management of identified coastal erosion hazard areas

Objective I616.2(9) Coastal Erosion Risk, and Policy I616.3(15) intends to avoid locating new buildings on land within the Whenuapai 3 coastal erosion setback yard to avoid exposing additional people and property to coastal hazard risk. The relief sought by the submitter would undermine the approach by encouraging development to be inappropriately located in this area with risks mitigated by the provision of hard protection structures.

2.2 Design life and residual risks associated with hard protection structures

Hard protection structures are designed to *mitigate* the effects of natural (including coastal) hazards. They can manage but do not remedy or remove the underlying cause of the hazard (for example, coastal erosion caused by reduced sediment supply or increased wave energy). Hard protection structures have a finite design life (typically 50 years), throughout which they are subject to coastal processes and damage. In an active coastal environment, over time it becomes increasingly difficult and expensive to hold an eroding coastline in place, meaning hard defences are only an effective solution for a limited time. Therefore, land remains subject to the hazard and this should be taken into account when ensuring the ‘whole of life’ requirement of the development.

Hard protection structures are also designed to withstand specific extreme events. A residual risk remains in the event of more extreme events occurring than those designed for but hard structures typically present a false sense of security to dependent landowners, with a perception that they are ‘protected’ from the hazard at any time or magnitude.

2.3 Adverse effects of hard protection structures on other values including natural character, visual amenity, coastal processes and biodiversity

Hard protection structures can result in a range of adverse effects on other values of the coastal environment. This may include, but is not limited to, access to and along the coast, coastal processes, natural character, visual amenity and biodiversity.

2.4 Potential constraints on adaptation pathways and soft engineering techniques

The use of natural defences and soft engineering techniques over hard protection structures is encouraged in the NZCPS (2010). In addition, recent guidance by MfE (2017) promotes the use of adaptive management techniques. Provision of hard protection structures has the potential to constrain these techniques. As previously discussed in 2.2, Hard protection structures can encourage landward development. In my opinion, this restricts options for future management techniques such as managed retreat as a precedent to defend and develop land has already been set. In addition, in the case of removal of hard defences, an increase in erosion rates is experienced as the coast restores its natural equilibrium profile, effectively 'catching up' with the erosion artificially prevented through the lifespan of the hard protection structure.

I consider it prudent to manage the above constraints in the Whenuapai Plan Change areas through provision of appropriate coastal setbacks and promoting natural and soft engineering defences in the first instance.

ATTACHMENT 11

MEMO – WHENUAPAI PLAN CHANGE, STAGE 1 – COASTAL HAZARDS

Memo

16th March 2018

From: **Rue Statham** - Ecologist, Biodiversity Team

Subject: **Whenuapai Plan Change, Stage 1 – Biodiversity Submissions**

1.0 Introduction

This memo has been prepared in response to submissions for the Whenuapai Plan Change in relation to Biodiversity issues.

This memo covers technical Biodiversity matters in support of the corresponding section of Council's corresponding S42a planning report. In particular, the following submissions are addressed:

1. New Zealand Defence Force (NZDF) – submission point 41.5 seek to amend Standard I616.6.4 by inserting a new subclause:
(7) Species mix and type must be in accordance with the recommendations of the Civil Aviation Authority's Advisory Circular AC139-16 to avoid attracting feeding, nesting and roosting birds.
2. Cabra – submission relates to points **22.16 & 21.17** which opposes making hard protection structures for coastal defence non-complying
3. Herald Island Environmental Group – **submission point 19.2** requests ten percent of land as intact forest including riparian margins to provide space and corridors for wildlife to flourish.
4. Royal Forest and Bird Protection Society NZ (Forest and Bird) – **submission point 22.3** – Seeks to increase setback from 10m to 20m of each side of permanent waterbodies.
5. Forest and Bird – **submission point 22.5** – Seeks amendments to the plan change to provide suitable fencing to reduce predator access to indigenous habitat areas.
6. Forest and Bird – **submission point 22.41** – Seeks, preferably, lighting away from riparian and indigenous vegetated areas

2.0 NZDF

I have provided previous comment relating to the NZDF submission and concerns relating to avifauna in the locality of the proposed precinct, especially relating to potential bird-strike.

Submission point 41.5 refers to CAA Advisory Circular AC139-16, specifically that, "*Species mix, and type must be in accordance with the recommendations of the Civil Aviation Authority's Advisory Circular AC139-16 to avoid attracting feeding, nesting and roosting birds.*"

Advisory Circular AC139-16 Rev 0 does not contain any specific recommendations on species and/or densities for planting in the adjacent urban environment.

I have been provided with no new evidence relating to the Avisure report and / or any further specific concerns relating to this proposed precinct. I believe my previous conclusions are still relevant and I am unchanged in my opinions, and the report's conclusions.

Submission 21.16 & 21.17

Cabra Development Limited has made the following submission points in relation to the coastal erosion setback yard:

'Amend Policy I616.3(16) to enable the construction of appropriate erosion control structures, as specified within Appendix 1 and consistent with the following:

(16) ~~Avoid the~~ Provide for the use of hard protection structures where appropriate to manage avoid, remedy or mitigate the effects of coastal erosion risk in the Whenuapai 3 coastal erosion setback yard.

Amend I616.4 Activity Table as specified within Appendix 1 and consistent with the following:

Coastal protection structures

(A4)	<i>Hard protection structures</i>	<i>D</i>
(A5)	<i>Hard protection structures located within the Whenuapai 3 coastal erosion setback yard</i>	<i>NG</i> <i>D</i>

Chapter B7 of the AUP(OP) sets direction to preserve and encourage restoration of biodiversity within the coastal environment, as well as terrestrial habitats adjacent to the coastal area.

Chapter B8 of the AUP(OP) sets direction to preserve and encourage restoration and of the natural character of the coastal environment.

Chapter E.15 of the AUP(OP) sets a direction to minimise loss of habitat in the coastal zone and encourage enhancement of natural values. This is further emphasised by reference to Chapter F Coastal where more specific vegetation management provisions may apply. The New Zealand Coastal Policy Statement (2010) will also be relevant in that regard, particularly Policy 11.

Chapter E.36 of the AUP(OP) sets a direction to encourage natural features and non-structural solutions (as opposed to hard protection structures) to avoid, remedy or mitigate hazards. This approach gives effect to the New Zealand Coastal Policy Statement (2010).

Changing Policy I616.3(16) and the associated activity table would essentially encourage the installation of hard protection structures, and would not avoid, remedy or be able to mitigate the effects of those structures in the identified coastal erosion risk in Whenuapai. This presents a number of key issues:

- Conflicting messaging on the management and restoration of biodiversity values in the coastal erosion hazard areas by encouraging hard protection structures
- Design life and residual risks associated with hard protection structures, further necessitating the need for habitat modifications throughout their life

- Adverse effects of hard protection structures on other values including coastal processes, coastal erosion, natural character, and visual amenity.

Hard coastal protection structures are designed to mitigate the effects of natural hazards. Under advisement, I am informed that hard protection structures have a finite design life of 50 years (typically) and are specifically designed to withstand extreme events. As a result, potential risks remain untreated beyond the design life of the structure, but the structures run the risk of impacts from more extreme events occurring in the future. The periodic replacement of hard structures causes damage to the naturalised habitats, which can be hard to replace and / or mitigate. Development adjacent to the structure also makes these works difficult, costly and time consuming, inevitably causing more damage to the foreshore and or coastal edge due to the limitations on access; potentially damaging sensitive habitats further.

Hard structures have the potential to prevent the ability to restore and enhance natural values and habitats. The loss of vegetated habitat can alter nutrient cycling in the intertidal zones and reduce pollutant filtration which could have cascading effects via shifts in nutrient availability and the bioaccumulation of toxins in benthic infauna, epibiota, nekton, and birds (Gittman et al. 2016).

The loss or disruption of habitat suitable to upland flora species by seawalls and riprap is likely the cause of the reduced biodiversity (Strayer et al. 2012). A growing body of literature suggests that natural alternatives, such as living or nature-based shore protection or biogenic habitat restoration, can reduce erosion while also enhancing other ecosystem services (e.g., Meyer et al. 1997, Benayas et al. 2009, Scyphers et al. 2011, Gittman et al. 2014).

Rock seawalls and mechanically stabilized earth (MSE) structures provide little, if any, ability to rebalance the loss of natural habitats, rehabilitate degraded environments and to provide potentially self-sustaining ecosystems; they also lessen the ability for habitats to contribute to wildlife corridors (e.g. North West Wildlink) due to their incompatibility with most restoration planting efforts, e.g. coastal forest planting. A natural and well vegetated shoreline provides food, shade and protective cover for fish and wildlife.

3.0 Submission point 19.2

Herald Island Environmental Group submits for Council to “*create at a minimum 10% of land as intact forest, including riparian margins to provide the space and corridors for wildlife to flourish*”.

On 21st February 2018, Auckland Council’s Environment and Community Committee approved a strategy for Auckland’s Urban Ngahere (forest)¹.

Auckland’s urban ngahere is defined as the network of all trees, other vegetation and green roofs – both native and naturalised – in existing and future urban areas. It includes trees and shrubs in road corridors, parks and open spaces, green assets used for stormwater management, community gardens, green walls and roofs, and trees and plants in the gardens of private properties.

¹ A Strategy for Auckland’s Urban Ngahere (forest)

Council has also recognised that the urban ngahere is more than just trees and shrubs: it captures the interconnected whakapapa (genealogy) of all living things to the wider ecosystem, including the water, soil, air and sunlight that support it.

The Auckland's urban ngahere aspires to be, *"in line with the ambitions of other world class cities and based on a cost benefit analysis for implementation, the strategy has the objective of growing canopy cover to 30 per cent (across Auckland's urban area) with no local board less than 15 per cent"*.

Considering the adopted strategy, I am of the view that council will be able to achieve a target surpassing the 10% threshold given the range of statutory and non-statutory tools available to council.

4.0 Submission point 22.3

Forest and Bird seek *amendments to the plan change to increase the 10m setback from waterways to a minimum of 20m each side of permanent waterbodies.*

I generally concur that wider stream margins are advantageous for habitat restoration and play an important part in contributing to wildlife corridors in urban environments.

Wherever possible, biodiversity enhancements will be encouraged and provided for, however there is also an acknowledgement of a need to balance between land for biodiversity gains / enhancements, and land that needs to be developed to support the growing population of Auckland.

Many of the precinct streams are intermittent in nature, and therefore narrower riparian buffer margins are generally supported and provided for; streams over 3m generally support wider riparian margins, 20 metres, and these have been identified as esplanade areas.

Whilst 20metres buffers to all permanent streams would be advantageous there has been a standard approach throughout Auckland that streams less than 3metres wide are buffered by 10m riparian planting (where possible).

The North West Wildlink should be adequately supported through the Auckland's urban ngahere (forest) strategy, without the need for additional riparian cover.

5.0 Submission point 22.5

Forest and Bird, *"seeks amendments to the plan change to provide suitable fencing to reduce predator access to indigenous habitat areas."*

With input from the Biosecurity team; we respond:

The type of fence required is likely to be of a design that will be both visually intrusive and costly. A truly predator proof fence is unlikely to be wholly secure from incursions in this area, as demonstrated with predator fences at Tawharanui and Shakespere regional parks; the ends of the fences being open due to constraints with topography and coastal areas. Public access, utilities and infrastructure are also constraints to design and location.

Omaha predator fence is an example of a fence with regular incursions due to site constraints; the maintenance level is high to ensure the fences integrity along the entire fence line. There is also a high level of monitoring necessary to ensure that the fenced area remains pest free; as well as budget, equipment and staff to respond to all / any incursions.

Pest animal control undertaken on behalf of Auckland Councils' Community Facilities, and on private properties and through Pest Free 2050 community initiatives, is likely to be successful in reducing predation of the fauna and flora communities within indigenous habitats of Whenuapai to acceptable levels.

6.0 Submission point 22.28

Forest and Bird seeks to amend policy I616.3 (18) to, "*Amend the policy avoid or to minimise the footprint of and number of crossings and by identifying the location of potential crossings.*"

The submission states; "*The shortest rough may not always be the best environmental outcome. For certainty these proposed crossings should be identified in the Plan 2 maps (this may be clarified by showing the streams on the same map).*"

Given the complexities in the final design for roads, infrastructure and subdivision, and to provide the optimal urban design outcome, in my experience, it would be difficult to locate all road crossings on the Plan 2 maps.

Roads identified on precinct plans are generally indicative in location with enough variance allowed to ensure optimal design during subdivision and development, to avoid or minimise biodiversity impacts. Council will work collaboratively with developers to ensure the number of crossings are minimised; any stream or wetland crossing is expensive to construct and maintain.

In order to be a directive as Council can be in the outcomes sought from avoiding stream and wetland loss, the following wording should apply, "*avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings are constructed perpendicular to the channel to minimise or mitigate freshwater habitat loss.*"

7.0 Submission point 22.41

Forest and Bird seeks rules which amends I616.6.11 to, "*preferably locates such signage away from riparian and indigenous vegetation areas.*"

Forest and Bird submits, "*Lighting can affect habitat of indigenous species. However, there are other lighting sources such as electronically illuminated signs which cumulatively could cause light pollution.*"

While I agree that light can affect wildlife and change their behaviours, as evident from research. Elsewhere in Auckland illuminated lighting and signage placement is not restricted adjacent to natural areas. This includes the urbanised Hibiscus Coast (part of

NWWL) where we are experiencing bird populations expanding through the peninsular, due in part to the Shakespear Open Sanctuary.

Whilst I would support lesser lighting in general, there is a balance to be made between *Crime Prevention Through Environmental Design* (CPTED), and biodiversity values. Whenuapai presents nothing significantly different in terms of effects on wildlife and indigenous habitats that exist elsewhere in the region.

8.0 References

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Gittman RK et al. Ecological Consequences of Shoreline Hardening: A Meta-Analysis. *BioScience*, Volume 66, Issue 9, 1 September 2016, Pages 763–773, <https://doi.org/10.1093/biosci/biw091>

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Meyer DL Townsend EC Thayer GW 1997 Stabilization and erosion control value of oyster cultch for intertidal marsh *Restoration Ecology* 5 93 99

Scyphers SB Powers SP Heck KL Jr. Byron D 2011 Oyster reefs as natural breakwaters mitigate shoreline loss and facilitate fisheries *PLOS ONE* 6 (art. e22396)

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ATTACHMENT 12

EVIDENCE FOR TOPIC 080 REZONING PRECINCTS BEFORE THE AUCKLAND UNITARY PLAN INDEPENDENT HEARINGS PANEL

BEFORE THE AUCKLAND UNITARY PLAN INDEPENDENT HEARINGS PANEL

IN THE MATTER of the Resource Management Act 1991
and the Local Government (Auckland
Transitional Provisions) Act 2010

AND

IN THE MATTER of Topic 080 Rezoning and Precincts
(General) and Topic 081 Rezoning and
Precincts (Geographical Areas)

AND

IN THE MATTER of the submissions and further submissions
set out in the Parties and Issues Report

**STATEMENT OF PRIMARY EVIDENCE OF JOHN MICHAEL DUGUID
ON BEHALF OF AUCKLAND COUNCIL**

(ZONING)

3 DECEMBER 2015

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1. SUMMARY

- 1.1 Zoning is a key method within the Proposed Auckland Unitary Plan (**PAUP**) to give effect to the objectives and policies of the proposed Regional Policy Statement (**RPS**). Zoning allows regional and district provisions to be grouped by geographic area. The notified PAUP provides for a regionally consistent approach through the six Residential zones, ten Business zones, five Rural zones, five Public Open Space zones, eleven Special Purpose zones, seven Coastal zones, the Strategic Transport Corridor Zone and the Future Urban Zone. Where important values or characteristics exist in a part of the region, these are provided for through the use of Overlays and Precincts.
- 1.2 The purpose of this evidence is to provide a strategic planning overview for Topic 080 Rezoning and Precincts (General) (**Topic 080**) and Topic 081 Rezoning and Precincts (Geographical Areas) (**Topic 081**). As part of this evidence I provide a recap on the Council's proposed strategy for managing growth in Auckland. I also outline the Council's proposed approach to applying zones to give effect to the RPS, and to achieve the objectives and policies for the Auckland-wide provisions, zones and overlays in an integrated manner. I also provide an overview of the presentation of the Council's evidence in response to the many submissions received in relation to zoning. Through the PAUP submissions process, the Council received over 20,000 rezoning requests in relation to more than 80,000 properties.
- 1.3 In addition to this statement of evidence, I have prepared a separate statement of evidence for Topic 080 and Topic 081. The separate statement discusses the Council's approach to precincts.

Council's Approach to Zoning

- 1.4 The Council's proposed objectives of the RPS seek to provide for growth in a quality compact urban form by containing urban growth within a Rural Urban Boundary (**RUB**). The focus for accommodating urban growth is primarily within the existing metropolitan area, which is defined by the legacy Metropolitan Urban Limit 2010 (**metropolitan area 2010**). To support a quality compact urban form, higher residential densities are enabled around centres and frequent public transport routes and stations. Outside the metropolitan area 2010, growth is focused in the RUB within greenfield areas that are contiguous with the urban area and satellite towns.

1.5 In determining the zoning that should be applied in response to submissions on the PAUP, the Council has been guided by the overall strategy to focus growth primarily within the metropolitan urban area. To give effect to the wider objectives of the RPS, other overarching considerations that have influenced the Council's proposed application of zones include:

- (a) Providing for increased housing capacity through the application of the Terrace Housing and Apartment Buildings (**THAB**) zone and Mixed Housing Urban (**MHU**) zone within moderate walking distance from centres, the frequent transport network, the rapid transit network or major community facilities and open space;
- (b) Ensuring that the methods included within the PAUP to manage historic character and areas of ecological significance (e.g. overlays) are complemented by the application of a zone (e.g. the Single House Zone (**SHZ**)) that minimises the potential for a mis-match between the zone and those other methods;
- (c) Ensuring that the methods included within the PAUP to manage regionally significant views to and between the maunga (e.g. overlays) are complemented by the application of a zone that minimises the potential for a mis-match between the zone and those other methods;
- (d) Limiting growth in unserviced settlements in rural and coastal areas through the application of the Rural Coastal Settlement Zone;
- (e) Limiting growth in serviced settlements through the application of a zone that will not create undue development pressure such as the SHZ;
- (f) Recognising and providing for a hierarchy of centres that stems from the Auckland Plan and following the proposed criteria set out in Chapter B3.1 of the RPS when considering the outward expansion of centres;
- (g) Enabling a sufficient supply of land for industrial activities, particularly land for extensive industrial activities and heavy industry, where the scale and intensity of effects anticipated in those zones can be accommodated and managed;
- (h) Managing reverse sensitivity by considering the interface between the Heavy Industry zone and more intensive residential zones, and generally not 'upzoning' within 500m of the Heavy Industry Zone and within the Sensitive Activity Restriction overlay;
- (i) Managing the impacts on regionally and nationally significant infrastructure, such as the national grid, to ensure they are appropriately protected from incompatible development and reverse sensitivity effects through the application of the SHZ or Mixed Housing zones;

- (j) In areas subject to significant natural hazard risks, applying a zone that limits the potential for increases in adverse consequences, taking into account the nature of the risks present, development opportunities and the vulnerability of activities;
- (k) Limiting growth in areas with poor accessibility to the City Centre, Metropolitan, Town and Local Centres, the existing or planned public transport network or large urban facilities, or in areas with significant infrastructure constraints, to ensure there is alignment between land use and infrastructure provision (e.g. through the application of the SHZ, Large Lot zone or Rural and Coastal Settlement zone);
- (l) Retaining the Special Purpose School zone for independent and integrated schools and applying a residential or business zone to state schools consistent with the zones applied adjoining or adjacent to the school;
- (m) Generally applying a Residential or Business zone consistent with the zones applied adjoining or adjacent to the subject site for tertiary education facilities and retirement villages; and
- (n) Rezoning within the Future Urban zone should generally only occur where necessary to reflect a Special Housing Area variation that has reached the decision stage, or to correct an error (i.e. the land already has a “live” zone in the Council’s operative district plan).

1.6 In determining the zoning applied in response to submissions on the PAUP, the Council is also guided by the overall strategy to allow for 40% of growth outside the metropolitan urban area. As discussed in the evidence of Dr Fairgray for the Council in Topics 059-063 on the Residential zones, the development capacity modelling has revealed that upzoning is not required to achieve 40% of growth outside the metropolitan urban area.

1.7 To ensure the proposed application of zones gives effect to the RPS and achieves the objectives and policies of the Auckland-wide provisions, zones and overlays in an integrated manner, a zoning principles matrix was developed to provide clear and consistent guidance for applying the zoning to particular sites in the region. The matrix consolidates and interprets the objectives and policies of the RPS, Auckland wide, zone and overlay provisions. The principles also incorporate the Panel’s best practice approaches to re-zoning and precincts set out in the Interim Guidance dated 31 July 2015¹.

¹ AUPHHP Interim Guidance Best Practice Rezoning, Precincts and Changes to the Rural Urban Boundary dated 31 July 2015.

Presentation of the Council's Evidence on Zoning

- 1.8 The submission points requesting rezoning to the Public Open Space, Special Purpose and Coastal zones have been allocated to Topic 080 Rezoning and Precincts (General). The Council's approach to submission points allocated to Topic 080 is to group the submission points by zone, and to respond to the same type of request collectively.
- 1.9 The submission points requesting rezoning to the Residential, Business, Future Urban and Rural zones have been allocated to Topic 081 Rezoning and Precincts (Geographical Areas). The exceptions to this are the zoning requests relating to the City Centre zone, which were discussed in the Council's evidence for Topic 050 City Centre, and requests to rezone to FUZ, which are dealt with in the RUB Topics 016 and 017. However, requests to rezone FUZ areas to one of the PAUP's urban zones are considered in the Council's evidence for Topic 081.

PART A – OVERVIEW AND BACKGROUND

2. INTRODUCTION

- 2.1 My full name is John Michael Duguid. I hold the position of General Manager Plans and Places at Auckland Council (**Council**). My qualifications and experience are provided in **Attachment A**. I have been intimately involved in the development of the Proposed Auckland Unitary Plan (**PAUP**) since Council was formed on 1 November 2010.

3. CODE OF CONDUCT

- 3.1 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

4. SCOPE

- 4.1 This statement of evidence outlines the Council's approach to zoning and addressing the submissions received on the PAUP that seek to rezone land or areas within the Auckland region, including the coastal marine area (**CMA**), that have been allocated to

Topic 080 Rezoning and Precincts (General) (**Topic 080**) and Topic 081 Rezoning and Precincts (Geographical Areas) (**Topic 081**). In particular this evidence outlines:

- (a) the relevant statutory framework;
- (b) an overview of the structure of the PAUP and how the zones have been applied within the PAUP;
- (c) the Council's general approach to rezoning requests; and
- (d) the Council's position in relation to 'out of scope' amendments.

4.2 These matters are not repeated in the planning evidence reports produced by the Council's witnesses for Topics 080 and 081, which specifically address submissions that seek to rezone land or areas within the region, including the CMA.

4.3 I have relied on the following statements of evidence when forming my view on the Council's approach to zoning within the PAUP and refer to them where relevant:

- (a) Donald Munro, Public Transport (Auckland Transport);
- (b) Mark Bourne, Water Infrastructure Planning (Watercare Services Ltd);
- (c) Anthony Reidy, Zoning of Roads;
- (d) David Mead, Natural Hazards (including Flooding);
- (e) Deborah Rowe, Historic Heritage and the Pre 1944 Overlay;
- (f) Lisa Mein, Historic Character; and
- (g) Peter Reaburn, Viewshafts and Height Sensitive Areas.

4.4 I am familiar with the approach set out in the evidence filed on behalf of the Council in respect of prior PAUP hearing topics that are relevant to zoning. I refer to relevant statements of evidence where appropriate in this evidence.

4.5 In addition to this statement of evidence, I have prepared a separate statement of evidence for Topic 080 and Topic 081. The separate statement discusses the Council's approach to precincts.

5. STATUTORY FRAMEWORK

Resource Management Act 1991

5.1 In the PAUP as notified, depending on the location of the zone, zoning is either a regional plan or a district plan method. The statutory framework for assessing the

merits of the spatial application of the zones is set out in sections 30, 31, 32, 63 to 68 and 72 to 76 of the Resource Management Act 1991 (**RMA**).

5.2 By way of summary, the proposed zoning of land and the CMA must:

- (a) Accord with and assist the Council in carrying out its functions so as to meet the requirements of Part 2 of the RMA²;
- (b) Have regard to the actual and potential effect of activities on the environment;³
- (c) Have regard to any evaluation report prepared in accordance with section 32;⁴
- (d) Be in accordance with any regulations (including National Environmental Standards);⁵
- (e) Give effect to the proposed Regional Policy Statement (**RPS**) in the PAUP;⁶
- (f) Have regard to any proposed regional plan of its region in relation to any matter of regional significance or for which the Council (as a regional council) has primary responsibility under Part 4 of the RMA;⁷
- (g) Have regard to management plans and strategies under other Acts, including the Auckland Plan (to the extent that they have a bearing on the resource management issues in the region);⁸
- (h) Have regard to any relevant entry on the New Zealand Heritage List, and to regulations relating to ensuring sustainability, or the conservation, management, or sustainability of any fishing resources (to the extent that they have a bearing on the resource management issues in the district);⁹
- (i) Have regard to the extent to which the regional plan and district plan needs to be consistent with policy statements and plans of adjacent regional councils and territorial authorities;¹⁰
- (j) Have regard to the Crown's interest in the CMA; any regulations relating to ensuring sustainability, or the conservation, management, or sustainability of fisheries resources; and the extent to which the regional plan needs to be consistent with regulations made under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012;¹¹

² Sections 63(1) and 74(1)(b) of the RMA.

³ Sections 68(3) and 76(3) of the RMA.

⁴ Sections 66(1)(d), 66(1)(e), 74(1)(d) and 74(1)(e) of the RMA.

⁵ Sections 66(2)(c)(iii) and 74(1)(f) of the RMA.

⁶ Section 66(2)(a) and 75(3)(c) of the RMA and sections 122(1) and 145(1)(f)(i) of LGATPA. See Judicial Conference on Interim Recommendations 27 January 2015 Conference Minute.

⁷ Section 74(2)(a)(ii) of the RMA.

⁸ Sections 66(1)(f), 66(2)(c)(i) and 74(2)(b)(i) of the RMA and section 145(2) of the LGATPA.

⁹ Sections 66(2)(c) 74(2)(b) (iia) of the RMA.

¹⁰ Sections 66(2)(d) and 74(2)(c) of the RMA.

¹¹ Sections 66(2)(b),(c)(iii) and (e) of the RMA.

- (k) Take into account any relevant planning document recognised by an iwi authority and lodged with the Council to the extent that its content has a bearing on the resource management issues of the district or region;¹²
- (l) Recognise and provide for the matters in a planning document prepared by a customary marine title group under section 85 of the Marine and Coastal Area (Takutai Moana) Act 2011 and lodged with the Council to the extent they relate to the relevant customary marine title area; and take into account the matters in that document to the extent they relate to a part of the common marine and coastal area outside the customary marine title area;¹³
- (m) Must not have regard to trade competition (or the effects of trade competition);¹⁴
- (n) Comply with other statutes (which in the Auckland region include the Hauraki Gulf Maritime Park Act 2000 and the Waitakere Ranges Heritage Area Act 2008); and
- (o) Give effect to any national policy statement and the New Zealand Coastal Policy Statement (**NZCPS**).¹⁵

5.3 Under section 32 of the RMA, an evaluation must also:

- (a) Examine whether the proposed spatial application of zones is the most appropriate way to achieve the objectives of the PAUP by identifying other reasonably practicable options for achieving the objectives, assessing the efficiency and effectiveness of the provisions in achieving the objectives,¹⁶ and summarising the reasons for deciding on the proposed application of zones; and
- (b) Contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from implementing the proposed spatial application of zones.

5.4 I have considered this framework when undertaking my analysis of the overarching matters and principles that should guide the spatial application of zones within the PAUP. In terms of the Council's functions under the RMA, I consider sections 30(1)(a) and 31(1)(a) to be particularly relevant to zoning. This is because the way in which

¹² Sections 66(2A)(a) and 74(2A) of the RMA.

¹³ Section 66(2A)(b) of the RMA.

¹⁴ Sections 66(30) and 74(3) of the RMA.

¹⁵ Section 75 of the RMA.

¹⁶ Noting that such an assessment must also identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from implementing the provisions including the opportunities for economic growth and employment that are anticipated to be provided or reduced, quantify these benefits and costs if practicable, and assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions (section 32(2) of the RMA).

zones are applied will have a major impact on the integrated management of the natural and physical resources of the region and effects of the use, development or protection of land and associated natural and physical resources of the district.

- 5.5 The Council's functions under section 30(1)(gb) are also of particular relevance to the application of zones, as those functions include the strategic integration of infrastructure with land use.

Part 2 - Purpose and Principles

- 5.6 The RMA has an overriding purpose to promote the sustainable management of natural and physical resources. Section 5 of the RMA defines sustainable management as:

“managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:

- *sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations*
- *safeguarding the life supporting capacity of air, water, soil and ecosystems*
- *avoiding, remedying or mitigating any adverse effects of activities on the environment.*¹⁷”

- 5.7 The PAUP adopts a zoning approach to land use and the management of activities in the CMA. Zones are areas where common land uses and activities are anticipated. Zones are spatially mapped in the PAUP GIS viewer and all land and areas within the CMA are assigned a single zone. Zoning is a key method used in the PAUP to achieve the purpose of the RMA. Zoning as a technique allows *“bundles of activities considered generally appropriate in each zone or area, in recognising the constraints of the environment, and that some activities may not be appropriate in every location”*.¹⁸ Zoning also sets out a common policy direction to assist in determining the existing or future nature of those areas.

- 5.8 The matters of national importance set out in section 6 of the RMA represent values that must be recognised and provided for when considering appropriate locations for zones. Many of these values are represented by overlays in the PAUP, including Significant Ecological Areas (**SEA**) and Outstanding Natural Landscapes (**ONL**).

¹⁷ Section 5 of the RMA

¹⁸ *Keystone Watch Group v Auckland City Council* A7/2001 at paragraph [30].

- 5.9 In determining the location of zones, particular regard must also be had to the matters listed in section 7 of the RMA, including the efficient use and development of natural and physical resources, the intrinsic values of ecosystems, the maintenance and enhancement of the quality of the environment, and the maintenance and enhancement of amenity values.
- 5.10 Section 8 of the RMA requires the principles of the Treaty of Waitangi (**Treaty**) to be taken into account. The Council and Auckland's Mana Whenua engaged extensively with one another during the preparation of the PAUP. This high level of engagement, complemented by advice from the Independent Maori Statutory Board, ensured the Council had a sound understanding of the resource management issues of significance to Mana Whenua. There are provisions throughout the PAUP (including those relating to the Special Purpose – Maori zone) that address these issues.

Section 32 RMA Evaluation

- 5.11 As outlined in the Auckland Unitary Plan Evaluation Report (**the Evaluation Report**), the Council focused its initial section 32 assessment on the provisions within the PAUP that represented significant changes in approach from those within the Council's current operative RMA policies and plans. While the Evaluation Report applies to the PAUP as a whole, the report targets the 50 topics where the provisions represent a significant policy shift. Zones and matters of relevance to zoning are discussed in the Evaluation Report; however the report does not contain a specific chapter on the Council's overall approach to zoning.

New Zealand Coastal Policy Statement

- 5.12 As I have previously mentioned, regional plans and district plans are required to give effect to the NZCPS. The following provisions of the NZCPS are of particular relevance to zoning:
- Policy 2 requires, in taking account of the principles of the Treaty of Waitangi, recognition that tangata whenua have traditional and continuing cultural relationships with areas of the coastal environment, including places where they have lived and fished for generations;
 - Policy 6(1)(c) seeks to encourage the consolidation of existing coastal settlements and urban areas where this will contribute to the avoidance or mitigation of sprawling or sporadic patterns of settlement and urban growth;

- Policy 6(1)(f) encourages consideration to be given to where development that maintains the character of the existing built environment should be encouraged, and where development resulting in a change in character would be acceptable;
- Policy 6(1)(i) seeks to set back development from the CMA and other water bodies, where practicable and reasonable, to protect the natural character, open space, public access and amenity values of the coastal environment;
- Additionally, Policy 6(2), in relation to the coastal marine area seeks to:
 - (b) recognise the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine area;
 - (c) recognise that there are activities that have a functional need to be located in the coastal marine area, and provide for those activities in appropriate places; and
 - (d) recognise that activities that do not have a functional need for location in the coastal marine area generally should not be located there;
- In relation to ports, Policy 9 seeks to ensure that development in the coastal environment does not adversely affect the efficient and safe operation of the ports;
- Policy 11 requires avoidance of adverse or significant adverse effects on sites that are important to maintaining biodiversity, particularly indigenous biodiversity;
- Policies 13 and 15 seek to (respectively) preserve the natural character of the coastal environment and to protect the natural features and natural landscapes of the coastal environment from inappropriate subdivision, use, and development, including by ensuring that regional policy statements and plans, maps or otherwise identify areas for which objectives, policies and rules are required to implement these policies;
- Policy 18 seeks to recognise the need for public open space within and adjacent to the coastal marine area, and to provide for such public open space, including future need for public open space, in and close to cities, towns and other settlements;
- Policy 19 seeks to maintain and enhance public walking access to, along and adjacent to the coastal marine area;
- Policy 24 provides for the identification of coastal hazards and assessment of hazard risks over at least 100 years;
- Policy 25 addresses subdivision use and development in areas subject to coastal hazard risk, by seeking to:
 - (a) avoid increasing the risk of social, environmental and economic harm from coastal hazards;
 - (b) avoid redevelopment, or change in land use, that would increase the risk of adverse effects from coastal hazards;

- (c) encourage redevelopment, or change in land use, where that would reduce the risk of adverse effects from coastal hazards;
- (d) encourage the location of infrastructure away from areas of hazard risk where practicable; and
- Policy 27 sets out strategies for protecting significant existing development from coastal hazards risks.

The Auckland Plan

- 5.13 The Auckland Plan is a 30 year strategy for Auckland’s future growth and development required under the Local Government (Auckland Council) Act 2009. It sets out the overall vision for Auckland to become the world’s most liveable city. The Auckland Plan is a strategy prepared under another Act to which regard should be had pursuant to section 74(2)(b)(i) of the RMA. The Auckland Plan specifically identifies the PAUP as a means of implementing the Auckland Plan.¹⁹
- 5.14 Section D of the Auckland Plan is of particular relevance to zoning as it sets out a development strategy for Auckland to 2040. A key element of the development strategy is moving to a more compact quality urban form.
- 5.15 Section 10 of the Auckland Plan focuses on urban Auckland, including how to achieve the development strategy. A key strategic direction of the development strategy for urban Auckland is to “create a stunning city centre, with well-connected quality towns, villages and neighbourhoods” (Strategic Direction 10). The three stated priorities for urban Auckland are to:
- (a) realise quality compact urban environments;
 - (b) demand good design in all development; and
 - (c) create enduring neighbourhoods, centres and business areas.
- 5.16 A key strategic direction of the development strategy for rural Auckland is to “keep rural Auckland productive, protected and environmentally sound” (Strategic Direction 9). Section 9 of the Auckland Plan focuses on rural Auckland and how to achieve this strategic direction. The two stated priorities for rural Auckland are to:
- (a) create a sustainable balance between environmental protection, rural production, and activities connected to the rural environment; and

¹⁹ The Auckland Plan, Section A2, Paragraph 14

- (b) support rural settlements, living and communities.
- 5.17 Schedule 2 to Chapter 9 classifies rural settlements according to their existing and future role and function as part of a network across rural Auckland. Rural settlements are classified into the following categories:
- (a) satellite towns;
 - (b) rural and coastal towns; and
 - (c) rural and coastal villages (serviced and unserviced).
- 5.18 Chapter 11 of the Auckland Plan provides a specific focus on Auckland’s housing, with an overall aspirational goal that all Aucklanders have secure, healthy homes they can afford. Key priorities to achieve this aspiration are:
- (a) increasing housing supply to meet demand; and
 - (b) increasing housing choice to meet diverse preferences and needs.
- 5.19 Chapter 12 of the Auckland Plan provides a specific focus on physical and social infrastructure, with an overarching goal of ensuring Auckland becomes more liveable and resilient through planning, delivering and maintaining quality infrastructure. Key priorities to achieve this aspiration are:
- (a) optimising, integrating and aligning network utility provision and planning; and
 - (b) protecting, enabling, aligning and integrating the provision of social and community infrastructure for present and future generations.
- 5.20 Chapters 4 and 7 of the Auckland Plan seek to reinforce Auckland’s sense of place through the protection of historic and natural heritage. The relevant strategic directions aspire to “protect and conserve Auckland’s historic heritage for the benefit and enjoyment of present and future generations” (Strategic Direction 4) and through “Acknowledging that nature and people are inseparable.” Key priorities to achieve these aspirations include:
- (a) understanding, valuing and sharing our heritage;
 - (b) valuing our natural heritage;
 - (c) sustainably managing natural resources;
 - (d) treasuring our coastline, harbours, islands and marine areas; and
 - (e) building resilience to natural hazards.

5.21 The Auckland Plan identifies the need to achieve a balance between increasing the development potential of land in Auckland, and ensuring the protection of historic and natural heritage, integration with infrastructure, resilience to natural hazards and enabling housing choice. As outlined in the Council's evidence for the RPS hearings from Chloe Trenouth,²⁰ Michael Tucker²¹ and Bain Cross,²² the RPS is a key mechanism for implementing the strategic directions set out in the Auckland Plan.

Housing Accords and Special Housing Areas Act 2013

5.22 Special Housing Areas are a tool provided for within the Housing Accords and Special Housing Areas (**HASHA**) legislation and through the Council's agreement with the Government, the Auckland Housing Accord. The primary purpose of HASHA and the Auckland Housing Accord is to boost Auckland's housing supply.

5.23 Approval and consenting processes under HASHA use the notified provisions of the PAUP and developments in Special Housing Areas are therefore based on the PAUP residential zones. The HASHA also establishes a process for rezoning land for housing by way of a variation to the PAUP. A number of variations have been notified since the HASHA was enacted.

6. REGIONAL POLICY STATEMENT

6.1 The RPS seeks to achieve a quality compact city where urban growth is primarily focused within the metropolitan area 2010, and concentrated around defined centres. In addition to the various urban growth and development objectives of the RPS, there are objectives that provide for specific matters such as the protection of historic character and natural heritage and the management of other issues such as the risks associated with natural hazards, and protecting major infrastructure and heavy industrial land from reverse sensitivity.

6.2 Key sections of the RPS, as amended by the Council's current position (set out in the tracked change provisions attached to the various closing statements for Topics 005 to

²⁰ Chloe Trenouth, Topic 010, EIC, paragraph 6.4

²¹ Michael Tucker, Topic 013, EIC, paragraph 10.6

²² Bain Cross, Topic 011, EIC, paragraphs 6.6-6.7

018²³), which need to be considered and given effect to through the application of zones and precincts include:

- (a) *B2.1 Providing for growth in a quality compact urban form* implements the strategic direction of the Auckland Plan by seeking to move toward a quality compact urban form. Objective 1 seeks to support a compact urban form with a clear defensible limit to the urban expansion of the metropolitan area, satellite towns, rural and coastal towns and serviced villages. Residential growth should be focused within and around centres and within moderate walking distances from the city, metropolitan, town and local centres, the rapid and frequent service network and within close proximity to urban facilities (Objective 3, Policy 2). Outside the metropolitan area 2010 urban growth is focused on greenfield land within the Rural Urban Boundary (**RUB**) that is contiguous with the urban area and the satellite towns of Pukekohe and Warkworth (Objective 4).
- (b) *B2.2 A Quality Built Environment* seeks to deliver quality, sustainable development as Auckland moves towards a more compact urban form. The policy direction acknowledges a need for development to provide housing choice for communities (Objective 1B).
- (c) *B2.3 Development Capacity and supply of land for urban development* seeks to ensure there is sufficient development capacity and land supply to accommodate projected population and business growth. 70 per cent of growth should be accommodated within the metropolitan area 2010 (Objective 2) and 40 per cent of growth should be accommodated outside the metropolitan area 2010 (Objective 3). Policy 3 requires structure planning to rezone future urban land within the RUB.
- (d) *B2.5 Rural and coastal towns and villages* seeks to contain growth within the existing extent of unserviced settlements due to factors including servicing, infrastructure and accessibility constraints, and in some cases their sensitive character (Objective 2). Objective 3 seeks that growth within serviced villages is contained within the RUB, or where a RUB has not been established, within the urban areas existing at the date the Auckland Unitary Plan becomes operative.
- (e) *B2.6 Public open space and recreational facilities* seeks to enable the provision of quality public open spaces, particularly in intensified areas and in areas with access to the coast (Objectives 3 and 5).

²³ Topics 005 (RPS Issues), 006 and 007 (RPS Natural Resources and RPS Climate Change), 008 (RPS Coastal), 009 (RPS Mana Whenua), 010 (RPS Heritage and Special Character), 011 (RPS Rural), 012 (RPS Significant Infrastructure, Energy and Transport), 013 (RPS Urban Growth), 013 (B3.1 RPS Urban Growth – Commercial and Industrial Growth), 018 (RPS General).

- (f) *B2.7 Social infrastructure* recognises the importance of social facilities, such as educational facilities, in providing for the health, safety, social, economic and cultural well-being of people and communities. Local, small-scale social infrastructure (e.g. medical centres, places of worship, care centres, primary schools, community halls and cultural facilities) are to be provided for in areas accessible to local communities, while larger scale social infrastructure is to be located in centres and/or in close proximity to public transport (Policy 1).
- (g) *B3.1 Commercial and Industrial Growth* seeks to sustain and enhance the role and function of centres as focal points for commercial growth and activities to support a compact urban form (Objective 1). Objective 3 seeks to provide for industrial activities in a manner that avoids conflicts between incompatible activities.
- (h) *B3.2 Significant infrastructure* seeks that infrastructure planning and development is integrated and coordinated with land use and development to support growth (Objective 5). Objective 6 seeks to ensure that Auckland's significant infrastructure is protected from reverse sensitivity effects and incompatible subdivision, use and development.
- (i) *B3.3 Transport* seeks to provide for an effective, efficient and safe transport system that is integrated with, and supports, a quality, compact form of urban growth and associated land use (Objective 2).
- (j) *B4.1 Historic heritage* seeks to identify and protect historic heritage places from inappropriate subdivision, use and development (Objective 1).
- (k) *B4.2 Special (Historic) character* seeks to ensure the character of identified historic character areas is retained and enhanced (Objectives 1 and 3). Objective 4 seeks that a precautionary approach is taken to the management of areas that have been identified as having high potential for historic character values, while they are further evaluated and a determination is made as to whether they should be included in the Historic Character overlay.
- (l) *B4.3.1 Natural character of the coastal environment* seeks to ensure that subdivision, use and development within the coastal environment, wetlands, lakes and rivers and their margins preserve the natural character of these areas (Objective 1).
- (m) *B4.3.2 Landscape and Natural Features* seeks to protect Auckland's natural landscapes and features that provide important reference points and a strong association with the character and identity of Auckland. In particular, this section seeks to identify and protect regionally significant views to and between Auckland's maunga (Objective 7). Objective 6 seeks to ensure that

landscape values are recognised in the management of existing rural production.

- (n) *B4.3.4 Biological diversity* seeks to protect areas of significant indigenous biological diversity from the adverse effects of subdivision, use and development (Objective 1).
- (o) *B5.1 Recognition of Te Tiriti o Waitangi partnerships and participation* seeks that the principles of the Treaty are recognised and provided for in the sustainable management of ancestral lands, water, air, coastal sites, wāhi tapu and other taonga, and natural and physical resources. In particular, Objective 4 seeks that the development and use of Treaty settlement land is enabled in ways that give effect to the outcomes of Treaty settlements.
- (p) *B5.3 Māori economic, social and cultural development* recognises that Mana Whenua should be able to occupy, develop and use their land within their ancestral rohe (Objective 2).
- (q) *B5.4 Protection of Mana Whenua cultural heritage* seeks to protect the tangible and intangible values of Mana Whenua cultural heritage.
- (r) *B6.1 Air* seeks to minimise reverse sensitivity conflicts by avoiding or mitigating potential land use conflicts between activities that discharge to air and activities that are sensitive to air discharges (Policy 1C).
- (s) *B6.7 Natural hazards* seeks to not increase, and reduce where possible, the risks of adverse effects to people, property and infrastructure from natural hazards (Objective 1). Objective 2 seeks to protect the natural function of flood plains.
- (t) *B7.1 Subdivision, use and development in the coastal environment* seeks to ensure that the adverse effects of subdivision, use and development on the values of the coastal environment are avoided, remedied or mitigated (Policy 2A). Objective 4 seeks to achieve integrated management of activities on land and in the CMA. Objective 5 seeks that the risk of subdivision, use and development in the coastal environment being adversely affected by coastal hazards is not increased.
- (u) *B7.2 Public access and open space in the coastal environment* seeks to maintain and enhance public access to and along the CMA (Objective 1).
- (v) *B7.4 Managing the Hauraki Gulf* seeks to maintain and enhance the significant open space, recreation and amenity values of the Gulf (Objective 6).
- (w) *B8. 1 Rural Activities* seeks to enable rural production and other activities that support rural communities, while maintaining rural character and amenity values (Objective 2). Objective 3 seeks to protect Auckland's rural areas

outside the RUB, and rural and coastal towns and villages from inappropriate subdivision, urban use and development.

- (x) *B8.2 Land with High Productive Potential* seeks to manage elite and prime land to maintain its capability, flexibility and accessibility for primary production (Objective 1). The productive potential of land that is not elite or prime land is recognised (Objective 2).
- (y) *B8.3 Rural Subdivision* seeks to ensure that subdivision does not undermine the productive potential of rural land, and avoids, remedies or mitigates adverse effects on biodiversity or landscape values, rural character or amenity values, of rural land (Objective 1). Objective 2 seeks to prevent further fragmentation of rural land by sporadic and scattered subdivision for urban and countryside living purposes. Objective 3 encourages the use and development of existing titles rather than the subdivision of land for new sites. Objective 4 encourages the amalgamation and transfer of rural sites to areas that can best support them.

6.3 The objectives and policies of the RPS set out above are highly interlinked. An integrated approach is therefore required to ensure that the spatial application of zones gives effect to the provisions of the RPS *as a whole*.

7. INTERIM GUIDANCE FROM THE PANEL

7.1 The Panel has released Interim Guidance that is relevant for zoning and precincts. Of particular relevance to this Topic is the Panel's Interim Guidance relating to:

- (a) Best practice approaches to re-zoning and precincts, dated 31 July 2015; and
- (b) Air Quality, dated 25 September 2015.

7.2 The Panel's Interim Guidance on best practice approaches to re-zoning and precincts sets out best practice approaches to changing zoning and precincts. I support the Panel's guidance.

7.3 In its Interim Guidance on Air Quality, the Panel has indicated that the Sensitive Activity Restriction (**SAR**) overlay should be deleted.²⁴ Within paragraphs 19.6 to 19.9 I outline the Council's principle for zoning under the SAR overlay. I have read the Panel's Guidance to the effect that the SAR overlay is not appropriate, but due to reverse sensitivity issues at the interface with the Heavy Industry zone, I consider that the

²⁴ AUIHP Interim Guidance Air Quality dated 25th September 2015

zoning approach discussed in paragraphs 19.6 to 19.9 is still appropriate whether or not the SAR overlay is retained within the PAUP.

8. PROPOSED AMENDMENTS OUTSIDE THE SCOPE OF SUBMISSIONS

- 8.1 In accordance with section 144(3)(a) of the Local Government (Auckland Transitional Provisions) Act 2010 (**LGATPA**), the Panel has the ability to make recommendations about changes to the PAUP that were not raised by submitters and not within the scope of submissions ('out of scope' recommendations).
- 8.2 In Part C of my evidence I outline the Council's approach to submissions requesting the rezoning of land (paragraphs 12.1 to 19.34). In particular, I discuss how zoning principles were established to guide the spatial application of the objectives and policies of the RPS and the zones themselves. The zoning principles were developed to assist the Council in responding to requests to rezone land. In particular, they were developed to ensure that the PAUP's regional and district plan provisions give effect to the RPS in a consistent and integrated manner, ensure that the location of the PAUP zones is the most appropriate way of achieving the PAUP's district plan objectives, and to achieve the other statutory criteria I have previously outlined.
- 8.3 Within its Interim Guidance regarding the Best Practice approaches to re-zoning and precincts,²⁵ the Panel specifies that zone boundaries need to be clearly defensible (e.g. follow roads where possible or other boundaries consistent with the purpose of the zone). The Panel also outlines that it does not consider spot zoning to be best practice.
- 8.4 In determining a change to zoning in response to a submission, an appropriate zone can be applied to a site or area where a specific submission point has requested a change. A site-specific submission point makes reference to a particular property or area (e.g. a street, neighbourhood or suburb). In this case, the proposed changes are clearly within the scope of submissions. If however, amendments are only made to the zoning of sites where there is a site-specific submission, then this would result in extensive spot zoning, inconsistent changes across the region and misalignment with the RPS.
- 8.5 In my view it is important to consider rezoning sites and areas that were not the subject of specific submissions. Doing so will avoid extensive spot zoning and achieve better planning outcomes for Auckland. Failing to do so is likely to result in the district plan

²⁵ AUIHP Interim Guidance Best Practice Rezoning, Precincts and Changes to the Rural Urban Boundary dated 31st July 2015

provisions of the PAUP not giving effect to the RPS, and a clear disconnect between the objectives and policies of the various zones and their spatial application.

PART B – DEVELOPMENT OF THE PAUP

9. OVERALL STRUCTURE

9.1 The PAUP includes a hierarchical policy framework that incorporates the RPS and regional and district plans in a comprehensive and integrated Unitary Plan. The structure is described in the evidence of Michele Perwick on behalf of the Council for Topic 003 (Chapter A Introduction).²⁶ The PAUP comprises the following three main parts:

- (a) Part 1 – The RPS provides the umbrella for the PAUP, setting up the overarching policy direction to achieve the integrated management of the Auckland’s natural and physical resources;
- (b) Part 2 – Consists of the regional and district objectives and policies, and area-based objectives and policies; and
- (c) Part 3 – Consists of the regional and district rules, and area-based rules.

9.2 Within Parts 2 and 3 the regional and district provisions are grouped depending on whether the provisions:

- (a) are specific to an outcome area (zone);
- (b) apply across the region – e.g. transport, stormwater and earthworks (Auckland-wide);
- (c) apply to a spatially defined area (overlays) which may traverse many zones and either protect and manage the values present within an area (e.g. SEA), or provide for a particular planning outcome (e.g. avoiding reverse sensitivity between land uses); and/or
- (d) apply to a specific area (precinct) to recognise local issues by providing more detailed place-based provisions.

²⁶ Michele Perwick Topic 003, EIC paragraph 10.1-10.5

10. ZONING STRUCTURE

- 10.1 There are a total of 99 residential, business and rural zones across the legacy district plans.²⁷ The multitude of zones contained within the legacy district plans makes it difficult to identify clear strategic directions and outcomes. In many cases the difference between zones has become arbitrary, and it is difficult to identify the purpose of one zone compared to another, particularly in the case of the residential zones.
- 10.2 The development of the PAUP provided an opportunity to significantly rationalise the number of zones and simplify Auckland's zoning framework. The simplified zoning framework not only reduces the size and complexity of the PAUP, it enables better alignment with the strategic direction of the Auckland Plan and the RPS.

Development of Zones

- 10.3 The Section 32 Evaluation Report provides an overview of the process that was undertaken to arrive at the simplified zoning framework within the notified PAUP.²⁸ In order to simplify the number and complexity of zones, the Council commissioned Beca Carter Hollings and Ferner Ltd (**Beca**) to prepare a "Legacy Zone Harmonisation Review" which was completed in February 2012.²⁹ The aim of that report was to group the existing residential, business and rural zones by outcomes into a smaller number of zones.
- 10.4 Tables were prepared for the residential and business zone topics (i.e. Topics 059-063 and 051-054 respectively) containing a summary of key performance standards and rules relative to each legacy district plan zone. Each legacy district plan zone was considered in terms of its form and function. These tables were then used to group the various legacy district plan zones by the outcomes they sought to achieve.
- 10.5 The 'grouped' zones were reviewed to confirm the extent to which they related to the initial zones identified for the PAUP. This analysis highlighted the outcomes that certain zones were seeking to achieve in relation to specific values or specific geographic contexts.
- 10.6 The method for applying the zones spatially across Auckland for the Draft Auckland Unitary Plan (**Draft AUP**) involved as a starting point, assigning zones based on the

²⁷ Auckland Council, Residential Zones Section 32 Evaluation for the PAUP, Section 1.1

²⁸ Auckland Council, Residential Zones Section 32 Evaluation for the PAUP, Section 1.6

²⁹ Auckland Council, Residential Zones Section 32 Evaluation for the PAUP, Section 1.6

Legacy Zone Harmonisation work by Beca. The THAB zone and the Mixed Housing zone were generally applied within approximately 250m and between 250m and 400m respectively of rail stations and metropolitan, town and local centres, as these areas were identified for significant growth and change in the Auckland Plan development strategy.³⁰ There was some refinement of the methodology to account for known hazards or the potential for reverse sensitivity.³¹

- 10.7 Spatial plans prepared under other Acts also informed the thinking around the application of zones.³² The extent to which these plans influenced the zoning maps depended on how recently they had been completed.
- 10.8 The Draft AUP was launched for feedback from mid-March 2013 to the end of May 2013. During this period the Council engaged with a wide range of key stakeholders and communities. This informal engagement period was designed to encourage feedback across Auckland to help improve the Auckland Unitary Plan prior to formal notification. The Council received over 21,000 pieces of written feedback on the Draft AUP during the 11-week consultation period.
- 10.9 Requests to rezone certain properties and areas formed a considerable part of the feedback on the Draft AUP. Over 3,700 specific rezoning requests were received. The feedback ranged from requests to rezone individual sites, to streets, suburbs and the region as a whole.
- 10.10 The spatial application of the Mixed Housing zone attracted a considerable amount of feedback. In particular, a number of respondents were concerned that the zone was too widespread. Some recommended that the Mixed Housing zone should be split into two zones, with one zone providing for moderate infill development and another enabling higher densities in certain locations.
- 10.11 In response to this feedback, the Council agreed that the Mixed Housing zone should be split into two zones (i.e. Mixed Housing Urban (**MHU**) and Mixed Housing Suburban (**MHS**)). The purpose of the new MHU zone was to act as a moderate intensity zone where change is anticipated, and to provide a transition between the THAB zone and the more traditional two storey suburban development of the MHS zone.

³⁰ Auckland Council, Residential Zones Section 32 Evaluation for the PAUP, Section 1.6

³¹ Auckland Council, Residential Zones Section 32 Evaluation for the PAUP, Section 1.6

³² Auckland Council, Residential Zones Section 32 Evaluation for the PAUP, Section 1.6

Providing for Local Variation

- 10.12 The notified PAUP establishes regionally consistent zone provisions through the six residential zones, ten business zones, five rural zones, five public open space zones, eleven special purpose zones, seven coastal zones, the Strategic Transport Corridor zone and the Future Urban zone. Where there are important local characteristics or values this is provided for within the PAUP through the spatial application of overlays and precincts.

11. PAUP ZONES

- 1.1 A complete list of the zones proposed within the PAUP is provided within **Attachment B**.

PART C - APPROACH TO REQUESTS TO REZONE LAND

12. OVERARCHING STRATEGY

- 12.1 The objectives of the RPS are summarised in paragraphs 6.1 to 6.3 and seek to provide for growth in a quality compact urban form by containing urban growth within a RUB. The focus for accommodating urban growth is primarily within the existing metropolitan area, which is defined by the legacy Metropolitan Urban Limit 2010 (metropolitan area 2010). Higher residential densities are enabled around centres and frequent public transport routes and stations to support a quality compact urban form. Outside the metropolitan area 2010, growth is focused in the RUB within greenfield areas that are contiguous with the urban area and satellite towns.
- 12.2 As previously stated, zoning is a key method to achieve the objectives and policies of the RPS. In determining the zoning that should be applied in response to submissions on the PAUP, the Council has been guided by the overall strategy to focus growth primarily within the metropolitan urban area. To give effect to the wider objectives of the RPS, the other overarching considerations that have influenced the Council's proposed application of zones include:
- (a) Providing for increased housing capacity through the application of the Terrace Housing and Apartment Buildings (**THAB**) zone and Mixed Housing Urban (**MHU**) zone within moderate walking distance from centres, the frequent transport network, the rapid transit network or major community facilities and open space;

- (b) Ensuring that the methods included within the PAUP to manage historic character and areas of ecological significance (e.g. overlays) are complemented by the application of a zone (e.g. the Single House Zone (**SHZ**)) that minimises the potential for a mis-match between the zone and those other methods;
- (c) Ensuring that the methods included within the PAUP to manage regionally significant views to and between the maunga (e.g. overlays) are complemented by the application of a zone that minimises the potential for a mis-match between the zone and those other methods;
- (d) Limiting growth in unserviced settlements in rural and coastal areas through the application of the Rural Coastal Settlement Zone;
- (e) Limiting growth in serviced settlements through the application of a zone that will not create undue development pressure such as the SHZ;
- (f) Recognising and providing for a hierarchy of centres that stems from the Auckland Plan and following the proposed criteria set out in Chapter B3.1 of the RPS when considering the outward expansion of centres;
- (g) Enabling a sufficient supply of land for industrial activities, particularly land extensive industrial activities and heavy industry, where the scale and intensity of effects anticipated in those zones can be accommodated and managed;
- (h) Managing reverse sensitivity by considering the interface between the Heavy Industry zone and more intensive residential zones, and generally not 'upzoning' within 500m of the Heavy Industry Zone and within the Sensitive Activity Restriction overlay;
- (i) Managing the impacts on regionally and nationally significant infrastructure, such as the national grid, to ensure they are appropriately protected from incompatible development and reverse sensitivity effects through the application of the SHZ or Mixed Housing zones;
- (j) In areas subject to significant natural hazard risks, applying a zone that limits the potential for increases in adverse consequences, taking into account the nature of the risks present, development opportunities and the vulnerability of activities;
- (k) Limiting growth in areas with poor accessibility to the City Centre, Metropolitan, Town and Local Centres, the existing or planned public transport network or large urban facilities, or in areas with significant infrastructure constraints, to ensure there is alignment between land use and infrastructure provision (e.g. through the application of the SHZ, Large Lot zone or Rural and Coastal Settlement zone);

- (l) Retaining the Special Purpose School zone for independent and integrated schools and applying a residential or business zone to state schools consistent with the zones applied adjoining or adjacent to the school;
- (m) Generally applying a Residential or Business zone consistent with the zones applied adjoining or adjacent to the subject site for tertiary education facilities and retirement villages; and
- (n) Rezoning within the Future Urban zone should generally only occur where necessary to reflect a Special Housing Area variation that has reached the decision stage, or to correct an error (i.e. the land already has a “live” zone in the Council’s operative district plan).

12.3 In determining the zoning applied in response to submissions on the PAUP, the Council has been guided by the overall strategy to allow for 40% of growth outside the metropolitan urban area. As discussed in the evidence of Dr Fairgray for the Council in Topics 059-063 on the residential zones, the development capacity modelling has revealed that upzoning is not required to achieve 40% of growth outside the metropolitan urban area in order to give effect to the RPS.

12.4 I support the overarching strategy set out above.

13. ZONING PRINCIPLES

13.1 As previously noted in paragraph 8.2, to ensure the spatial application of zones gives effect to the RPS and achieves the objectives and policies for the Auckland-wide provisions, zones and overlays in an integrated manner, a zoning principles matrix was developed to provide clear and consistent guidance. The zoning principles matrix has been progressively updated as the PAUP hearing topics have progressed. The matrix is attached to my evidence at **Attachment C**.

13.2 The zoning principles reflect the Council’s current position as expressed in the track changes included with the evidence in chief, rebuttal evidence or closing statement (whichever is the most recent) to the relevant hearing topic, and referenced in section 6 of this evidence. The principles also incorporate the Panel’s best practice approaches to re-zoning and precincts set out in the Interim Guidance dated 31 July 2015.³³

³³ AUIHP Interim Guidance Best Practice Rezoning, Precincts and Changes to the Rural Urban Boundary dated 31 July 2015.

14. RELATIONSHIP BETWEEN ZONES AND OVERLAYS

- 14.1 The zoning principles include guidance for zoning under specific overlays. These overlays include methods to limit development in order to protect a particular value, or to avoid increasing a reverse sensitivity conflict. The application of a zone that aligns with the provisions of an overlay helps to ensure there is a reasonable degree of consistency between the different layers of the PAUP.
- 14.2 The relevant overlays tend to cover large areas of land, which helps avoid spot zoning.
- 14.3 Other overlays such as the Historic Heritage overlay do not have a specific zoning principle. This is because this overlay is mainly applied to individual sites and a zoning response could lead to spot zoning. The impact this overlay has on a particular area or site should be considered as part of a contextual assessment.
- 14.4 The approach to zoning under the Historic Character overlay is discussed in more detail in the evidence of Ms Mein, the Pre 1944 overlay by Ms Rowe and the Height Sensitive Areas by Mr Reaburn for the Council.

15. CONTEXTUAL ASSESSMENT

- 15.1 The zoning principles discussed above should, in my opinion, always be considered in conjunction with the context of a particular site or area. These contextual factors may support the application of a different zone to that which is initially suggested by the zoning principles. Contextual factors that may influence zoning include:
- (a) The layout of streets and location of public open space and community facilities;
 - (b) Land with physical challenges such as steep topography, poor ground conditions, instability or natural hazards;
 - (c) Land with poor accessibility to centres and public transport; and
 - (d) Land with significant infrastructure constraints.
- 15.2 The approach to zoning in areas with flooding or coastal hazard constraints is discussed in more detail in the evidence of Mr Mead for Topics 080 and 081.

16. MODERATE WALKING DISTANCE

16.1 Chapter B2.1 of the RPS seeks to enable higher residential densities in neighbourhoods within moderate walking distances from the city centre, metropolitan, town and local centres; or the rapid and frequent service network and facilities. As outlined in paragraph 18.3, the objectives and policies for the residential zones seek to give effect to the RPS through requiring more intensive zones (i.e. THAB and MHU) to be located within close proximity to local, town and metropolitan centres, and in areas with good accessibility to public transport.

16.2 The definition of “*moderate walking distance*” is discussed in the evidence of Ms Trenouth on behalf of Council for Topic 013.³⁴ She did not support requests to define “*moderate walking distance*” within the PAUP. It was her view that:

*“this needs to be considered on a case by case basis with consideration of the walking environment, accessibility and topography”.*³⁵

16.3 The zoning principles matrix indicates that the THAB zone should be applied within 250m of centres, the rapid and frequent service network and large community facilities or open space facilities to give effect to the RPS, and that the MHU zone should be applied within 250m of the THAB zone. This is the guidance used as the basis for establishing a “*moderate walkable distance*” for the purpose of responding to zoning submissions on the PAUP. I acknowledge that in some circumstances depending on the walking environment, accessibility and topography, it may be appropriate to apply a THAB or MHU zone at a greater distance from a centre and the rapid and frequent service network to give effect to the RPS. Likewise, depending on the circumstances it may be warranted to apply THAB and MHU zones at a lesser distance from a centre, the frequent transport network or the rapid transit network to give effect to the RPS. The issue of moderate walking distance is discussed in further detail in the joint statement of evidence of Mr Cribbens, Mr Wrenn and Mr Winter for Topics 080 and 081.

17. ZONING OF ROADS

17.1 The PAUP does not apply a zone to legal roads. The Council is proposing zoning amendments through Topic 080, primarily to remove the zoning from legal roads which have been applied in error. These amendments are detailed in Mr Reidy’s evidence on behalf of the Council for Topics 080 and 081.

³⁴ Chloe Trenouth, Topic 013 EIR, paragraph 6.20-6.22

³⁵ Chloe Trenouth, Topic 013 EIR, paragraph 6.21

18. KEY CHANGES TO ZONES AND ZONING PRINCIPLES

Residential Zones

- 18.1 The notified PAUP provides for residential development through six standard residential zones. The effectiveness of the proposed residential zoning strategy in giving effect to the RPS, including the objective of a quality compact city, and increased housing capacity and choice, is discussed in the evidence of Mr Roberts for Topics 059, 060, 062 and 063 on behalf of the Council.
- 18.2 The Council has proposed through evidence to maintain the six standard residential zones.³⁶ The amendments proposed by the Council through its evidence to the objectives and policies generally maintain the purposes of the zones as notified. The exception to this is the SHZ where the Council is proposing amendments to that zone's description, as well as its objectives and policies to clarify its purpose.
- 18.3 The amendments to the objectives and policies of the residential zones clarify how the zones should be applied to give effect to the provisions in B2.1, B2.3 and B2.5 of the RPS. In particular, the amended objectives and policies direct that residential zones which provide for increased capacity and housing choice should be focused around centres, the rapid and frequent transport network and large urban facilities. The residential zones policy framework establishes an approach of generally decreasing building intensity away from centres, from the greatest degree of intensity in the THAB zone (5-7 storeys), through to the MHU zone (3 storeys) and then the less intense suburban zones MHS and SHZ (2 storeys).
- 18.4 The zone descriptions, objectives and policies that have been amended through the Council's evidence, and which influence the spatial application of the zones and resulting zoning principles, are summarised below.

Large Lot Zone

- 18.5 The zone description for the Large Lot zone is proposed to be amended to clarify that the zone seeks to promote development at a scale and intensity that enables a transition between urban and rural areas and limits growth to protect areas with quality landscapes and physical limitations.

³⁶ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 13.5

- 18.6 In response to the RPS and the amended objectives and policies of the Large Lot zone, the Council has adopted a zoning principle of applying the Large Lot zone on the periphery of urban areas to unserviced land within the RUB, where sites have high ecological values, landscape values or geotechnical issues.

Rural and Coastal Settlement Zone

- 18.7 The zone description for the Rural and Coastal Settlement (**RCS**) zone is proposed to be amended to clarify that the zone seeks to promote development at a scale and intensity that limits growth in un-serviced settlements that are generally located in remote locations and rely on on-site wastewater disposal and treatment.
- 18.8 The minimum lot size for subdivision within the RCS zone is proposed to be reduced from 4,000m² to 2,500m². This will still enable these areas to be serviced by on-site wastewater disposal systems, and maintain the character in the RCS zone.³⁷
- 18.9 In response to the RPS and the amended objectives and policies of the RCS zone, the Council has adopted a zoning principle to apply this zone to unserviced settlements in rural and coastal areas. Within serviced settlements where on site wastewater disposal is not required, the SHZ is applied to acknowledge the greater opportunities that exist for subdivision and development.

Single House Zone

- 18.10 The purpose of the SHZ within the notified PAUP (as set out in the zone description) was to provide for a different neighbourhood character from the MHS zone, by providing for a more open and spacious character.
- 18.11 The Council carefully considered the purpose of the SHZ in response to submissions. Consequently, through the evidence of its witnesses for the Residential zones Topics 059-063, the Council proposed a number of amendments to the zone description, objectives and policies of the SHZ to give effect to the RPS³⁸ and to clarify that the purpose of the SHZ is to:
- (a) provide for development that complements identified natural and built heritage values within identified areas; or

³⁷ Nicholas Roberts, Topics 059, 060, 062 and 063 EIR, paragraph 5.3

³⁸ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 15.29

- (b) recognise the limited ability of areas with significant environmental or infrastructure constraints to support more intensive development; and
 - (c) recognise the limited ability of areas which are not in close proximity to the city centre, metropolitan, town or local centres, the existing or planned public transport network or large urban facilities, to support more intensive development.
- 18.12 The Council proposed to retain the 600m² minimum lot site for subdivision and the density of one dwelling per site in the SHZ.³⁹
- 18.13 The development controls for the SHZ generally align with the MHS zone as both seek to provide for a suburban built character.⁴⁰
- 18.14 In response to the RPS and the amended objectives and policies of the SHZ, the Council has adopted a zoning principle of applying the SHZ to sites:
- (a) with significant environmental or infrastructure constraints that are unlikely to be addressed in the foreseeable future or which cannot be addressed at a site-specific level;
 - (b) with poor accessibility to the city centre, metropolitan, town and local centres or the existing or planned public transport network, or large urban facilities including existing or proposed public open spaces, community facilities, education facilities, tertiary education facilities and healthcare facilities;
 - (c) within serviced settlements in rural and coastal areas (e.g. Omaha and Matakana);
 - (d) within the Special/Historic Character overlay, Height Sensitive Area overlay, and the SEA overlay where over 20% of the site has protected vegetative cover; and
 - (e) with significant flooding risk.
- 18.15 For the purpose of applying this zoning principle, the Council's interpretation of "significant environmental constraints" includes sites subject to significant natural hazard risks, such as residential sites substantially in flood plains, where it is appropriate to not increase the intensity of vulnerable development beyond existing levels. The SHZ may also be applied in relation to other hazards, in particular coastal hazards, where they also present a significant risk and it is appropriate to not increase development potential.

³⁹ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 23.9 EIR paragraph 5.8

⁴⁰ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 23.17

- 18.16 The Council’s interpretation of a “significant infrastructure constraint” includes:
- (a) areas where the water supply or wastewater network are at maximum capacity;
 - (b) areas that are remote from public transport or with poor transport linkages where there is no planned investment in the foreseeable future; and
 - (c) areas where the stormwater system is at or near capacity, where there is no planned investment in the foreseeable future.

Mixed Housing Suburban Zone

- 18.17 The zone description, objectives and policies for the MHS zone are proposed to be amended to more explicitly recognise that the zone seeks to provide for a suburban character, and enables buildings generally of one or two storeys. It is applied to increase housing capacity and choice in places where there are no significant values or constraints, and to provide a transition between higher and lower intensity zones.
- 18.18 Density restrictions are proposed to be removed in the MHS zone for sites over 1000m², and increased to 1 dwelling per 200m² on sites less than 1000m.⁴¹
- 18.19 In response to the RPS and the amended objectives and policies of the MHS zone set out in the evidence for the Council in Topics 059-063, the Council has adopted a zoning principle to apply the MHS zone to sites:
- (a) Which do not meet the zoning principles for the MHU and THAB zones;
 - (b) Which do not have significant infrastructure, accessibility or flooding constraints (or other natural hazard constraints) that would lead to the application of the SHZ zone;
 - (c) Within the Height Sensitive Area overlay, or within the SEA overlay where the site has less than 20% protected vegetative cover; and
 - (d) Which are not subject to the Special/Historic Character overlay.

There may be exceptional circumstances where (d) could be exempt. Criteria for these are set out in Ms Mein’s evidence for Topics 080 and 081.”

⁴¹ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 1.8

Mixed Housing Urban Zone

- 18.20 The zone description, objectives and policies for the MHU zone are proposed to be amended to more explicitly recognise that it has an urban character and applies to areas adjacent to the THAB zone to provide for housing choice and to facilitate a higher level of intensification in areas close to centres or the rapid and frequent service network.
- 18.21 Density restrictions have been removed in the MHU zone to enable multiple, smaller dwellings on a site, increasing housing capacity and choice.⁴²
- 18.22 In response to the RPS and the amended objectives and policies of the MHU zone set out in the Council's evidence for Topics 059-063, the Council has adopted a zoning principle of applying the MHU zone to sites:
- (a) within approximately 250m moderate walking distance from any THAB zone or Mixed Use Zone;
 - (b) within approximately 250m moderate walking distance from rapid and frequent transport networks and arterials;
 - (c) adjacent to neighbourhood centres;
 - (d) adjacent to certain public open space zones or community facilities; and
 - (e) which are, or which are able to be, adequately serviced by existing or planned infrastructure.

Terraced Housing and Apartment Buildings Zone

- 18.23 The zone description, objectives and policies for the THAB zone are proposed to be amended to more explicitly recognise that this zone supports growth and housing choice by encouraging intensive housing to be established on the periphery of local, town and metropolitan centres, and in areas with good public transport accessibility, capitalising on access to frequent public transport networks and employment in centres.⁴³
- 18.24 An increase in the THAB zone height limit from 13.5m (as notified) to 16m is proposed to provide for quality five-storey development.⁴⁴ This will enable an appropriate

⁴² Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 1.8

⁴³ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 15.48, 15.56,

⁴⁴ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 1.8,

transition in building scale from neighbouring business zones to lower intensity residential zones, while also enabling increased development in appropriate areas.⁴⁵

- 18.25 Amendments are proposed to the objectives and policies for the THAB zone to clarify that six and seven storey buildings are anticipated in identified areas through the Additional Zone Height Control (**AZHC**). In particular, Policy 3 proposes that in identified locations, greater building height is enabled adjacent to centres to provide an appropriate transition in building scale from the adjoining business zone to neighbouring lower intensity residential zones and to support public transport and social infrastructure. The principles for determining the areas where the AZHC is applied are discussed in paragraphs 18.29 – 18.32 below.
- 18.26 In response to the RPS and the amended objectives and policies of the THAB zone, the Council has adopted a zoning principle of applying this zone to sites:
- (a) within approximately 250m moderate walking distance of Metropolitan, Town and Local Centre zones;
 - (b) within approximately 250m moderate walking distance of rapid and frequent transport network and arterials;
 - (c) within close proximity to existing or proposed large open spaces, community facilities, education and healthcare facilities; and
 - (d) which are, or which are able to be, adequately serviced by existing or planned infrastructure.

Business Zones

- 18.27 The notified PAUP provides for commercial and industrial development using nine zones (not including the City Centre zone).
- 18.28 The ‘centres zones’ are the Metropolitan, Town, Local and Neighbourhood Centre zones. The approach for recognising and providing for a centres hierarchy in the notified PAUP stems from the Auckland Plan. Outside of the centres, the notified PAUP provides for additional commercial development through the Mixed Use zone, the General Business zone and the Business Park zone. Industrial activities are provided for within the Light Industry zone and the Heavy Industry zone. The proposed business zoning strategy which gives effect to the RPS, including a quality compact city, is discussed in the evidence of Mr Bonis, Mr Wyatt and Ms Wickham on behalf of the

⁴⁵ Nicholas Roberts, Topics 059, 060, 062 and 063 EIC, paragraph 1.8, 13.6

Council for Topics 051-054. Although the Council has proposed amendments to the objectives and policies of the business zones, the overall 'centres-plus' strategy in and the purpose of these zones is maintained.⁴⁶ The approach to the spatial application of the AZHC and business zones is summarised below.

Additional Zone Height Control

- 18.29 The PAUP includes the AZHC as a mechanism for providing site-specific height controls in the THAB and business zones (excluding the industrial zones). The AZHC identifies a site or area on the PAUP GIS viewer and specifies a height control that overrides the applicable zone-wide height control.
- 18.30 The general objectives and policies for the centres, Mixed Use, General Business and Business Park zones provide direction for where the AZHC should be applied. In particular, Policy 12 provides guidance on the approach to enabling additional height. In response to the objectives and policies, the Council has adopted principles to guide the application of the AZHC. These principles are based on the relevant amended objectives and policies of the THAB and business zones and anticipated effects associated with height. The principles direct that it is not appropriate to apply the AZHC:
- (a) where it will conflict with height limits imposed by the Volcanic Viewshafts, Height Sensitive Areas and Auckland Museum Viewshaft overlays;
 - (b) within areas subject to a Special/Historic Character or Historic Heritage overlay;
 - (c) where the area is within a precinct or sub-precinct and height is addressed as part of that package of rules;
 - (d) where additional height is inconsistent with the building form, scale and general amenity anticipated in the hierarchy of centres;
 - (e) to sites that are poorly served by the transport network (including rapid and frequent public transport) or community infrastructure;
 - (f) where the provision for additional height within business zones could have significant adverse effects on adjacent residential zones;
 - (g) where there are no special characteristics of the site or its location that make it inherently more suitable for accommodating the effects of additional height;
and
 - (h) where the site is not adjacent to a centres zone with a higher zone height.

⁴⁶ Jeremy Wyatt, Topic 051-054 EIC, paragraph 10.9

- 18.31 The Council's zoning principles support the application of the AZHC where:
- (a) the additional height supports public transport, community infrastructure and contributes to vitality and vibrancy if it is located in a centre;
 - (b) the size and depth of the area can accommodate the additional height without significant adverse effects;
 - (c) the application of the AHZC within business zones will not result in significant adverse effects on adjacent residential zones;
 - (d) any additional height in centres supports the status of the centre in the centres hierarchy or is adjacent to such a centre;
 - (e) the application of the AZHC ensures an efficient use of land; and
 - (f) additional height in the THAB zone provides an appropriate transition between the adjacent business zone and the neighbouring residential area.
- 18.32 Increases were proposed to the AZHC for the business zones and the THAB zone in the Council's evidence for Topic 078 Additional Height Control.

Metropolitan Centre Zone

- 18.33 Metropolitan centres have been selected according to the centres hierarchy set out in the Auckland Plan, and are identified as significant areas for growth and intensification, second only to the city centre in terms of scale and intensity.⁴⁷ The absence of Gross Floor Area (**GFA**) restrictions on commercial activities reinforce that this zone is a primary location for commercial growth.⁴⁸ In the Council's evidence for Topics 051-054, amendments were proposed to the objectives and policies to more explicitly recognise that these centres are identified for commercial and residential growth. The proposed zone height limit is 72.5m, although proposed heights vary in some centres using precincts or the AZHC.⁴⁹
- 18.34 Chapter B3.1 of the RPS contains criteria relating to the outward expansion of metropolitan centres (Policy 5). The criteria have been used to guide the response to submissions seeking expansion of the Metropolitan Centre zone.

⁴⁷ Jeremy Wyatt, Topic 051-054 EIC, paragraph 11.10

⁴⁸ Jeremy Wyatt, Topic 051-054, paragraph 11.10

⁴⁹ Jeremy Wyatt, Topic 051-054 EIC, paragraph 11.10

Town Centre Zone

- 18.35 The Town Centre zone is applied in accordance with the centres hierarchy set out in the Auckland Plan, and some other centres within the City Centre Fringe (e.g. Ponsonby). Town centres are suburban focal points strategically located around the region, which enable a range of commercial, community and above-ground floor residential activities.⁵⁰ As with metropolitan centres, the absence of GFA restrictions on commercial activities reinforce that the Town Centre zone is a primary location for commercial intensification.⁵¹ In the Council's evidence for Topics 051-054, amendments are proposed to the objectives and policies to more explicitly recognise that many of these centres will provide a focus for residential growth within the surrounding area.
- 18.36 There is no single zone height limit proposed in the Town Centre zone. Instead, each centre has a specific height limit shown on the AZHC layer on the PAUP's GIS viewer, which reflects the local environment and levels of anticipated growth.⁵²
- 18.37 The RPS contains criteria to guide the outward expansion of town centres (Policy 5 B3.1 RPS) and for establishing new town centres within the RUB (Policy 6 B3.1). The Council has used these criteria to respond to submissions seeking changes to the spatial application of the Town Centre zone.

Local Centre Zone

- 18.38 The Local Centre zone is applied predominantly in accordance with the centres hierarchy set out in the Auckland Plan. The Local Centre zone provides a focus for commercial activities which primarily serve a local area. Unlike the Metropolitan and Town Centre zones, GFA restrictions on commercial activities are proposed to be applied in local centres.⁵³ In the Council's evidence for Topics 051-054, amendments are proposed to the objectives and policies to clarify that the anticipated scale and intensity of development in local centres should respect the surrounding, typically residential environment.⁵⁴

⁵⁰ Jeremy Wyatt, Topic 051-054, paragraph 11.12

⁵¹ Jeremy Wyatt, Topic 051-054, paragraph 11.12

⁵² Jeremy Wyatt, Topic 051-054, paragraph 11.15

⁵³ Jeremy Wyatt, Topic 051-054, paragraph 11.20

⁵⁴ Matthew Bonis, Topic 051-054 EIC, paragraph 12.14,

18.39 The RPS contains criteria for establishing new local centres within the RUB (Policy 6 B3.1 RPS). Chapter D3.5 Policy 5 is particularly relevant to applications seeking to amend the spatial extent of the Local Centre zone.

Neighbourhood Centre Zone

18.40 The Neighbourhood Centre zone enables commercial activities of a range and scale that meets the local convenience needs of residents as well as passers-by. In the Council's evidence for Topics 051-054, amendments are proposed to the objectives and policies to clarify that the anticipated scale and intensity of development in neighbourhood centres should respect the surrounding, typically residential environment.⁵⁵

18.41 To give effect to the RPS and the amended objectives and policies of the Neighbourhood Centre zone, the Council has adopted a zoning principle of applying this zone to single corner stores or small shopping strips, predominantly located in residential neighbourhoods, as appropriate in terms of Policy 1 of the Neighbourhood Centre zone.

Mixed Use Zone

18.42 The Mixed Use zone is predominantly located around centres and along sections of the rapid and frequent service network. Commercial activities within this zone are limited to those that will not harm the vitality and viability of the City Centre, Metropolitan Centre and Town Centre zones.

18.43 The objectives and policies of the Mixed Use zone have been amended to delete the reference to the zone existing in 'a limited number of areas' and to clarify that this zone is located in suitable locations within a close walk of the City Centre, Metropolitan and Town Centre zones and rapid and frequent services network.⁵⁶

18.44 To give effect to the RPS and the amended objectives and policies of the Mixed Use zone, the Council has adopted a zoning principle of applying this zone to sites adjacent to the City Centre zone, Metropolitan Centre zone and Town Centre zone and along arterials that have good public transport. RPS policies that are particularly relevant to this principle include Chapters B2.1 Policies 2 and 3, B2.3 Policy 1 (for residential activities), and B3.1 Policies 7 and 8.

⁵⁵ Matthew Bonis, Topic 051-054 EIC, paragraph 13.9

⁵⁶ Matthew Bonis, Topic 051-054 EIC, paragraph 14.12

General Business Zone

- 18.45 The General Business zone provides for business activities that may not be appropriate for, or are unable to locate in, centres. This includes activities ranging from light industry to large format retail and trade suppliers. This zone also enables limited office activities.
- 18.46 In the Council's evidence for Topics 051-054, amendments proposed to the General Business zone policies clarify that although this zone is located primarily in areas close to the City Centre, Metropolitan or Town Centre zones, it is applied "in other areas where appropriate".⁵⁷ The activity status for large format retail (greater than 450m²) is also proposed to be amended from a Restricted Discretionary activity to a Permitted activity, to recognise that the zone has been applied to existing cohesive areas of large format retail.⁵⁸
- 18.47 The Council's adopted zoning principle is to primarily apply this zone to existing areas of large format retail within close proximity to the city centre, metro centres or town centres. The Council's position, supported by the Council's evidence for Topics 051-054, is that the future application of this zone should be limited, as commercial activity is expected to locate within and reinforce the roles of the city centre, metropolitan centres and town centres. Chapter B3.1 Policies 7 and 8 are relevant to submissions seeking changes to the spatial application of the General Business zone.

Business Park Zone

- 18.48 The Business Park zone recognises existing business parks. The Council's position, supported by the Council's evidence for Topics 051-054, is that the zone has a limited future application, as the primary location for commercial activities is expected to be within the city centre, metropolitan centres and town centres in order to reinforce the roles of those centres.
- 18.49 The RPS contains criteria that are relevant to the application of the Business Park zone so that it is limited to locations which will not harm the function, role and amenity of the City Centre, Metropolitan Centre and Town Centre zones (Policies 7 and 8 in B3.1 of the RPS). These criteria and Policy 4(a) in the Business Park zone are relevant to

⁵⁷ Matthew Bonis, Topic 051-054 EIC, paragraph 15.21

⁵⁸ Matthew Bonis, Topic 051-054 EIC, paragraph 28.20

submissions seeking rezoning to recognise existing areas of 'out of centre' concentrated office development or a new business park.

Light Industry Zone

- 18.50 The Light Industry zone is generally applied to areas of light industry activity that do not generate objectionable odour, dust or noise emissions. Residential and commercial activities that may cause reverse sensitivity issues and consume industrial land are not anticipated.
- 18.51 Land within the Light Industrial zone in the notified PAUP contains some existing established heavy industry activities. In the Council's evidence for Topics 051-054, it has proposed that some of these areas are rezoned to heavy industry.⁵⁹
- 18.52 Due to the different strategic approaches to industrial land by legacy councils, in some locations, the range of existing activities within this zone is wider than anticipated by the PAUP's Light Industry zone. In response to submissions relating to this issue, the Council's evidence for Topics 051-054 proposed an additional Policy 1A and land use control to be added to the zone to enable existing commercial activities within the Light Industry zone to continue to operate and change between uses (retail, offices and commercial services).⁶⁰ Large areas of office or comparison retail are not generally appropriate in the Light Industry zone, but in order to prevent spot zoning, it is anticipated that a scattering of sites with existing office or retail use will continue to exist within this zone.
- 18.53 To give effect to the RPS and the amended objectives and policies of the Light Industry zone, the Council has adopted a zoning principle of applying the Light Industry zone to established light industry areas, especially around heavy industry areas, to act as a buffer between heavy industry and sensitive uses.

Heavy Industry Zone

- 18.54 The Heavy Industry zone provides for industrial activities that may produce objectionable odour, dust and noise emissions. A reduced air quality standard applies. As discussed above, the Council's proposed rezoning approach for the Heavy Industry zone has predominantly been addressed as part of Topics 051-054. In giving effect to the RPS and the objectives and policies of the Heavy Industry zone, the Council

⁵⁹ Jarette Wickham, Topic 051-054 EIC, paragraph 32

⁶⁰ Jarette Wickham, Topic 051-054 EIC, paragraph 9.7-9.12, 11.12 -11.13

proposes to apply the zone to existing heavy industry areas. Ideally these areas should be reasonably large, with good access to freight routes. They should also be 500m from zones that provide for activities sensitive to air discharges (e.g. residential); however this is not always achievable given the existing urban environment. New heavy industry zoned areas should also be located where the industrial activities can operate efficiently and their effects can be managed, without being constrained by sensitive activities.⁶¹

Rural Zones

- 18.55 The notified PAUP includes five rural zones – Rural Production, Mixed Rural, Countryside Living, Rural Coastal and Rural Conservation. The effectiveness of the rural zoning strategy in giving effect to the RPS is discussed in the evidence of Bain Cross, Ruth Andrews and Barry Mosley for Topics 056 and 057 (Rural objectives and policies and Rural activities and controls) on behalf of the Council.
- 18.56 The foundation of the policy framework which directs the management of rural Auckland is based on the protection of elite and prime land and the provision for rural production activities as a priority over other activities. Other activities that support rural communities are also enabled. The RPS objectives and policies seek to minimising reverse sensitivity effects on rural production activities, channelling rural lifestyle living into identified areas, and managing rural subdivision so it supports rural production activities. The Council's evidence for Topics 056 and 057 also maintains strong policy support for the protection of both elite and prime land, with no distinction in terms of extent or degree of protection between the two.
- 18.57 Through evidence, the Council has maintained the five rural zones and the way in which they are spatially applied. Few changes in terms of the overall purpose of the zones and the policy frameworks which underpin them were proposed. The approach to the spatial application of the rural zones is as set out below.

Rural production zone

- 18.58 The purpose of the Rural Production zone is to provide for the use and development of land for rural production activities and rural industries, while maintaining rural character and amenity values. This zone has the largest spatial application of the rural zones.

⁶¹ B3.1 Commercial and Industrial Growth Policy 9, D3.11 Heavy Industry zone Objective 1 and Policy 1.

Mixed rural zone

- 18.59 The Mixed Rural zone has been applied to areas with a history of activities such as horticulture, viticulture and more intensive farming activities. The purpose of this zone is to provide for mixed rural production. The policy framework directing management of the Mixed Rural zone provides greater flexibility to accommodate a range of rural production activities and associated activities, while still ensuring good amenity levels for residents who use the land for rural lifestyle purposes.
- 18.60 Through evidence, the Council proposed refinements to the policy intent of this zone to anticipate and enable a wider range of activities.

Rural coastal zone

- 18.61 The purpose of the Rural Coastal zone is to retain and enhance the rural character and amenity values, local coastal character and high biodiversity values of rural areas in the coastal environment, while providing for rural production activities, rural lifestyle living and maintaining recreational opportunities.
- 18.62 Within the Rural Coastal zone, there are seven spatially defined areas that have their own objectives and policies in recognition of their local values and importance. The policy framework for these areas reflects their particular characteristics and provides specific guidance for their management.
- 18.63 Through evidence in Topics 056 and 057, the Council proposed refinements to the policy intent, which strengthened the recognition of this zone's purpose as a rural production zone.

Rural Conservation zone

- 18.64 The purpose of the Rural Conservation zone is to enable established rural and residential activities to continue, but to recognise this zone's particularly important natural values by adopting a conservative approach to new land uses, subdivision and development so that these values are maintained and protected.

Countryside Living zone

- 18.65 The Countryside Living zone principally provides for rural lifestyle living. The zone is generally applied closer to urban Auckland or to rural and coastal towns. The zone is applied to areas that have diverse topographical, land quality and landscape characteristics. As a consequence, there is a diversity of site sizes within this zone. This zone is the main receiver area for Transferable Rural Site Subdivision (**TRSS**) from other zones, and is also the zone in which the majority of rural lifestyle living is anticipated.
- 18.66 Through evidence, the Council proposed a revised rural subdivision strategy⁶² providing a targeted approach using a number of methods including TRSS. TRSS encourages and provides for the amalgamation of rural titles and the transfer of their residential development potential out of areas of elite or prime land into identified transferable site receiver areas. TRSS also enables the protection and restoration of identified areas of significant ecological value or outstanding natural character, and the creation of development opportunities in identified transferable site receiver areas. As outlined above, these identified receiver areas are predominantly in the Countryside Living zone.

School Zones

- 18.67 The PAUP as notified applied a Special Purpose – School zone to all state, integrated and private schools. The approach to providing for schools within the PAUP was discussed in the evidence of Trevor Mackie on behalf of the Council for Topic 055 (Social infrastructure). Through evidence in that topic, the Council supported the retention of the Special Purpose School zone for independent and integrated schools.⁶³ The Ministry for Education uses designations to plan for and operate its schools. Having considered the submission from the Ministry of Education and others on the issue of the zoning of schools, the Council considers that an underlying zone appropriate to the context of the surrounding area should be applied to state schools.⁶⁴
- 18.68 As a result of the amendments to the Special Purpose – School zone, the Council has adopted a zoning principle to retain the Special Purpose School zone for independent schools and to apply a residential, rural or business zone, consistent with the zones applied adjoining or adjacent to the subject school, to state schools.

⁶² Barry Mosley, Topic 057 EIC

⁶³ Trevor Mackie, Topic 055 EIC, paragraph 10.36

⁶⁴ Trevor Mackie, Topic 055 EIC, paragraph 10.37

Tertiary Education Zones

- 18.69 The notified PAUP provided for tertiary education facilities through a Special Purpose – Tertiary Education zone where they are located outside the city centre, metropolitan centres and town centres. The approach to providing for tertiary education facilities within the PAUP was discussed in the evidence of Mr Mackie on behalf of the Council for Topic 055. Through evidence on Topics 051-054, the Council supported tertiary education facilities being confirmed as Permitted activities in the Metropolitan, Town Centre and Mixed Use zones. Some tertiary education facilities located in metropolitan and town centres also have precincts which include tailored provisions for the site. For tertiary education sites outside the city centre, metropolitan and town centres, the Council generally supports the application of a Tertiary Education precinct (if necessary) over an appropriate underlying zone which is generally in context with the surrounding area.⁶⁵
- 18.70 For three of the larger campuses (i.e. AUT (Akoranga 1), UNITEC (Wairaka) and Massey (Albany 9), the Council proposed, in Topic 055, the application of the Special Purpose: Tertiary Education zone with a Tertiary Education precinct.⁶⁶ The Panel issued a direction regarding that matter and the Council has subsequently reviewed its position on these three campuses. As discussed in the evidence of Mr Bayliss and Mr van Kampen for Topic 080, the Council maintains this position in respect of AUT (Akoranga 1) and Massey (Albany 9). In respect of UNITEC (Wairaka) the Council supports retaining the Special Purpose: Tertiary Education zone over the central part of the campus and applying the Mixed Use zone to the north and Mixed Housing Urban zone to the south.
- 18.71 For other campuses, as a result of the amendments to the Special Purpose: Tertiary Education zone proposed through Topic 055, and with the exception of the approach outlined above for the three larger campuses, the Council has adopted a zoning principle to generally apply an appropriate residential, business or rural zone consistent with the zones applied adjoining or adjacent to the subject site to tertiary education facilities, with a Tertiary Education precinct if necessary.

Retirement Village Zone

- 18.72 The notified PAUP includes a Special Purpose zone that has been applied to 53 retirement village sites across Auckland. The PAUP's notified approach was to apply

⁶⁵ Trevor Mackie, Topic 055 EIC, paragraph 12.19

⁶⁶ Trevor Mackie, Topic 055 EIC, paragraph 12.22-12.27

the Special Purpose Retirement Village zone (**SPRVZ**) to existing retirement villages and that new retirement villages would establish under the zone rules that apply to a proposed site. While the stated SPRVZ's purpose is to enable new purpose-built retirement villages, new sites could only use these provisions if a plan change was undertaken and the site re-zoned SPRVZ. In effect, the PAUP would contain two management approaches for retirement villages. The first being a retrospective zone applying to existing sites, and the second relying on the standard residential and business zone provisions to manage the establishment of any new retirement villages.

- 18.73 The approach to providing for retirement villages within the PAUP was discussed in the evidence of Ms Rogers on behalf of the Council for Topics 059-063 relating to the residential zones (including Topic 061 Retirement and Affordability), and Topics 051-054 regarding the business zones. The Council supports providing for retirement village activities within the residential and business zone provisions of the PAUP and the deletion of the SPRVZ.⁶⁷
- 18.74 As a result of the proposed deletion of the SPRVZ, the Council has adopted a zoning principle of applying a residential or business zone consistent with the zones applied adjoining or adjacent to the subject site.

Māori Purpose Zone

- 18.75 The notified PAUP specifically provided for Māori cultural, social and economic activities on their ancestral lands through the Auckland-wide Māori land and Treaty settlement land provisions, as well as the Special Purpose – Māori Purpose zone. This zone's provisions enable papakāinga, small-scale care centres and retail, marae, education facilities, organised sport, urupā and other activities which support Māori cultural well-being.
- 18.76 The range of activities provided in the Māori Purpose zone are also provided for in other urban PAUP zones, typically as a Restricted Discretionary or Discretionary activity. Notably, the Māori Purpose zone permits marae and associated activities and provides for these to be co-located.
- 18.77 The approach of providing for the Māori Purpose zone within the PAUP was discussed in the evidence of Mr Clark on behalf of the Council for Topic 036 (Maori Land and Treaty). Through evidence, the Council supported the retention of the Māori Purpose

⁶⁷ Deanne Rogers Topic 050-063 EIC, paragraph 9.7

zone.⁶⁸ This includes supporting objectives and policies which allow the Māori Purpose zone to be located in urban, rural and coastal areas, including outside the RUB.

- 18.78 The PAUP has 15 Māori Purpose zone locations, mostly marae, but also including kura kaupapa Māori (schools) and urupā. The Maori Purpose zone is mostly a rollover of legacy district plan Māori special purpose zones,⁶⁹ with five additional locations included in the notified PAUP. The evidence of Mr Clark on behalf of the Council for Topic 080 addresses submissions relating to the spatial application of the Māori Purpose zone.

Major Recreation Facility Zone

- 18.79 The notified PAUP includes a Special Purpose Major Recreation Facility Zone (**MRF Zone**) that applies to a number of major recreation facilities across the region.
- 18.80 The Panel directed the Council⁷⁰ to consider the ways in which the current structure of the Special Purpose - Major Recreation Facility zone and its relationship with the Stadiums and Showgrounds, Zoo and MOTAT, Motorsports, Racing, and Sports precincts may be simplified. A new structure was proposed by Mr Scrafton in his evidence for the Council in Topic 076 (Major recreation zone and precincts).
- 18.81 The Council supports retaining the MRF zone to provide an overarching policy framework and emphasise the regional, national and in some cases international importance of these facilities.⁷¹ The objectives, policies and rules tailored to the individual facilities are included within individual Auckland wide precincts.⁷²
- 18.82 The Council supports amending the definition of major recreation facility so that it includes stadia and arenas, showgrounds and events centres, racecourses, motor racing, the Auckland Zoo and MOTAT.⁷³
- 18.83 The approach to applying the MRF zone in response to submissions is discussed in detail in the evidence of Mr Reidy for Topic 080.

⁶⁸ Jym Clark, Topic 036 EIC, paragraphs 10.4 – 10.6.

⁶⁹ Legacy plans which have a Maori special purpose zone equivalent: Waitakere, Auckland City Isthmus, Manukau, North Shore.

⁷⁰ Paragraph 2.4.2, Hearing Topic 076 Parties and Issues Report, 16 April, 2015

⁷¹ Christopher Scrafton, Topic 076, EIC paragraph 5.4

⁷² Christopher Scrafton, Topic 076, EIC paragraph 5.4

⁷³ Christopher Scrafton, Topic 076, EIR

Public Open Space Zones

- 18.84 The notified PAUP includes five Public Open Spaces zones including the Conservation, Informal Recreation, Sports and Active Recreation, Civic Spaces and Community zones. The effectiveness of the proposed public open space zoning strategy (in giving effect to the RPS) is discussed in the evidence of Ms Cox for Topic 058 (Public Open Space) on behalf of the Council. Through evidence, the Council has proposed to maintain five public open space zones with little change to the overall zone purpose or direction of how the zones should be applied spatially.⁷⁴
- 18.85 The approach to applying the Public Open Space zones in response to submissions is discussed in detail in the evidence of Ms Stewart for Topic 080.

Coastal Zones

- 18.86 The CMA applies to foreshore, seabed, water and air from mean high water springs (**MHWS**) to 12 nautical miles (territorial sea) (section 2 RMA). The notified PAUP proposes to manage the CMA through the application of six zones together with precincts and overlays.
- 18.87 The Coastal Transition zone applies to land which is above MHWS that was typically unzoned in previous district plans. This zone is an administrative tool that has been introduced to account for improvements in the quality of information on the location of MHWS.
- 18.88 The General Coastal Marine zone includes the majority of Auckland's CMA. The Marina, Minor Port, Mooring, Ferry Terminal and the Defence zones provide for specific activities within the CMA. The Marina and Minor Port zones apply to the CMA and the land adjoining the CMA to support the integrated management of activities that cross MHWS.⁷⁵
- 18.89 The effectiveness of the proposed coastal zoning strategy in giving effect to the key directions of the RPS is discussed in the evidence of Ms Coombes, Mr Spiro, Mr Tamura and Mr Scott for Topics 033-034 (General Coastal Marine zone and activities and other Coastal Zones) on behalf of the Council. Through evidence, the Council proposed to maintain six coastal zones⁷⁶ with little change to the overall purpose or

⁷⁴ Juliana Cox, Topic 058, EIC paragraph 1.3

⁷⁵ Robert Scott, Topic 033-034, EIC paragraph 95

⁷⁶ Jeremy Wyatt, Topic 051-054 EIC, paragraph 10.1

direction of how the zones should be applied spatially. The exception to this is the Ferry Terminal zone (**FTZ**), where Council proposed amendments to the zone description, objectives and policies of this zone to provide for the proposed rezoning of adjacent land as a landward component of the FTZ.⁷⁷ The Council also proposed amendments to the policies for the Mooring zone so that moorings and the Mooring zone are avoided where they will impede maritime passenger operations.⁷⁸ The Council also proposed to retain the Coastal Transition zone.⁷⁹

18.90 The approach to zoning within the CMA in response to submissions is discussed in detail in the evidence of Ms Coombes for Topic 080.

Healthcare Facility Zone

18.91 The notified PAUP provides for healthcare facilities through a Special Purpose – Healthcare Facility zone. The zone applies to large-scale institutions including the major hospitals, and smaller dedicated healthcare facilities. The purpose of the zone is to recognise the importance of healthcare facilities by enabling the continued operation and development of these facilities, while managing effects on the amenity of surrounding areas. Through evidence,⁸⁰ the Council supported the use of a special purpose zone, and has not proposed significant amendments to the purpose of the zone or how it should be applied spatially.

18.92 The approach to applying the Special Purpose - Healthcare Facility zone in response to submissions is discussed in detail in the evidence of Mr Bangs for Topic 080.

Cemetery Zone

18.93 The notified PAUP provides for the continued operation and development of cemeteries through a Special Purpose – Cemetery zone. Through evidence,⁸¹ the Council supported the retention of a special purpose zone, and has not proposed changes that affect how this zone should be applied spatially.

18.94 The approach to applying the Special Purpose - Cemetery zone in response to submissions is discussed in detail in the evidence of Mr Bangs for Topic 080.

⁷⁷ Matthew Spiro, Topic 033-034, EIC paragraph 43.3

⁷⁸ Matthew Spiro, Topic 033-034, EIC paragraph 23.4

⁷⁹ Mark Tamura, Topic 033-034, EIC paragraph 1.1

⁸⁰ Sanjay Bangs, Topic 055, EIC paragraphs 8.1 – 8.8

⁸¹ Sanjay Bangs, Topic 055, EIC paragraph 18.3

Quarries Zone

- 18.95 The notified PAUP provides for regionally significant quarry operations through a Special Purpose – Quarry zone. The zone provides for mineral extraction activities as a land-use activity, retaining development and land use controls over height, yards, noise and vibration and blasting. There are also assessment criteria that control traffic and access, visual amenity and site rehabilitation. The purpose of the Quarry zone is to ensure that mineral extraction can continue in a manner that minimises adverse effects, and that demand for minerals can be met, where possible, from supply sources within Auckland.
- 18.96 Through the evidence of Ms Wickham on behalf of the Council for Topic 041 (Earthworks and Minerals), the Council supported the use of a special purpose zone.⁸² As part of Topic 080, amendments are proposed to the spatial application of the Quarry zone.
- 18.97 The approach to applying the Special Purpose - Quarry zone in response to submissions is discussed in detail in the evidence of Mr Campbell for Topic 080 on behalf of the Council. It is likely that significant evidence will be provided by the quarry operators and the Council may need to revisit its position following receipt of that evidence.

Strategic Transport Corridor Zone (STCZ)

- 18.98 The purpose of the STCZ is to provide for State Highway and rail corridors to facilitate the integrated use of these corridors as a single transport network. The STCZ is applied to land subject to designations by the New Zealand Transport Agency (NZTA) and KiwiRail. A number of guiding principles have been developed to ensure a consistent approach to the application of the STCZ within the areas subject to NZTA and KiwiRail designations. These principles are detailed in the evidence of Ms Singh on behalf of the Council on the STCZ in Topic 080.

Landfill zone

- 18.99 Redvale landfill is one of only two remaining operational landfills in Auckland, accepting approximately 50-60% of Auckland's waste to landfill. The zoning for the landfill site in the PAUP is currently Mixed Rural. This underlying zone does not reflect the site's current and future uses, which will include landfilling, gas collection, energy production

⁸² Jarette Wickham, Topic 041 EIC paragraph 15, 16 and 18

and rehabilitation. The landfill currently has no planning 'recognition' in the PAUP, other than operating with existing use rights and resource consents.

- 18.100 As discussed in the evidence of Mr Cross for Topic 080, for consistency with other regionally significant infrastructure and the long-term limited uses for the site post-closure of landfilling, the Council proposes a *Special Purpose Zone – Landfill* for this site.

Future Urban Zone

- 18.101 The Future Urban zone (**FUZ**) is applied to land located within the RUB, on the periphery of existing urban areas. The Council has determined that this land is suitable for future urban development. The purpose of the FUZ is to facilitate the future development of the land for urban purposes by providing for the continuation of a broad range of rural activities and imposing restrictions on activities that might compromise the future development of the FUZ for urban purposes. Chapter B2.3 of the RPS requires that structure planning is undertaken to rezone land within the RUB zoned FUZ to ensure that development occurs in a staged, timely and integrated manner aligned with the provision of infrastructure.
- 18.102 The evidence of Mr Brown on behalf of the Council for Topic 028 addresses the provisions for the FUZ. Through evidence, the Council has continued to support the requirement to undertake structure planning and a plan change to enable urban development within the FUZ.⁸³ In responding to rezoning submissions, the Council has not generally supported rezoning from FUZ to another zone, other than to reflect an operative Special Housing Area variation or to correct an error. An example being if the land already has an urban zone in the operative plan.

19. KEY CHANGES TO OVERLAYS AND AUCKLAND WIDE PROVISIONS AND IMPLICATIONS FOR ZONING

Auckland-wide Flooding provisions

- 19.1 Zoning is proposed as a method to limit the exposure of people and property to the risk of flood hazards, and to ensure the function of flood plains is not impeded through inappropriate development.⁸⁴ The Council's proposed approach to zoning within flood

⁸³ Philip Brown, Topic 028 EIC, Paragraph 1.4

⁸⁴ Auckland Council, Residential Zones Section 32 Evaluation for the PAUP, Section 1.6

plains is discussed in the evidence of Mr Mead for Topics 080 and 081. The principles for applying zones within flood plains are attached to my evidence at **Attachment D**.

Significant Ecological Areas Overlay

- 19.2 Chapter B4.3.4 of the RPS as notified contains objectives and policies that seek to protect areas of significant indigenous biological diversity in terrestrial, freshwater and coastal environments from the adverse effects of subdivision use and development.
- 19.3 The SEA overlay gives effect to Chapter B4.3.4 by identifying areas of biological diversity or important natural habitat for protection. Chapter H4.3 Vegetation Management contains rules that seek to protect vegetation within the SEA overlay.
- 19.4 The approach to managing vegetation within the SEA overlay was discussed in the evidence of Ms Ford on behalf of the Council for Topic 023 (SEA and Vegetation Management). Through its evidence, the Council supported Discretionary activity status for any vegetation alteration or removal within an SEA.⁸⁵ The Council also continued to support the use of Controlled activity status for the provision for a building platform and access way for one dwelling per site where there is no practicable alternative location outside the area of protected vegetation.⁸⁶
- 19.5 Where more than 20% of a site is covered in an SEA, the Council's zoning principles support the application of the Large Lot zone, RCS zone or SHZ, which have a density of one dwelling per site. The application of the Large Lot zone, RCS zone or SHZ to sites that have more than 20% SEA cover complements the methods within the SEA overlay that seek a balance between development and protection by providing for clearance for a building platform and driveway for one dwelling per site as a Controlled activity.
- 19.6 I acknowledge that where the SEA overlay covers only a minor portion of a site, further residential development on the site could be accommodated without the need to clear protected vegetation. This is accounted for within the Council's zoning principles, which indicate that residential zones other than Large Lot, RCS or SHZ can be applied if the site has less than 20% protected SEA cover.

⁸⁵ Marilyn Ford Topic 023 EIC, paragraph 21.8

⁸⁶ Marilyn Ford Topic 023 EIC, paragraph 19.8

Air Quality (Sensitive Activity Restriction Overlay)

- 19.7 The SAR overlay gives effect to Chapter B6.1 of the RPS by protecting industrial activities from reverse sensitivity issues. The SAR seeks to avoid the location of activities sensitive to air discharges within the overlay area to avoid, remedy or mitigate reverse sensitivity conflicts and ensure the efficiency of Heavy Industry zoned land is preserved. The SAR applies to specific zones around the Heavy Industry zone, up to a maximum distance of 500m.
- 19.8 The approach to managing land use conflict between air discharges and activities that are sensitive to air discharges was discussed in the evidence of Mr Wyatt on behalf of the Council for Topic 035 (Air Quality). Through the Council's evidence for Topic 035, amendments were proposed to Objective 2 to clarify that the overlay seeks to enable industry to operate without additional constraints from activities sensitive to air discharges.⁸⁷
- 19.9 To complement these methods, the Council's approach to zoning considers the reverse sensitivity issues present at the interface between the Heavy Industry zone and zones containing activities sensitive to air discharges. In particular, the Council considers that appropriate zones within 500m of a heavy industry zone include zones that permit the existing level of activities sensitive to air discharges currently present in the area, or a less intense zone. Ideally, the number of activities sensitive to air discharges should not be increased unless the benefits of accommodating growth in the specific location outweigh the adverse effects on activities within the Heavy Industry zone.
- 19.10 As previously noted, in its Interim Guidance on Air Quality, the Panel has indicated that the Sensitive Activity Restriction (**SAR**) overlay should be deleted.⁸⁸ I have read the Panel's Guidance to the effect that the SAR overlay is not appropriate; however, due to reverse sensitivity issues at the interface with the Heavy Industry zone, I consider that the zoning approach discussed above is still appropriate whether or not the SAR overlay is deleted.

Volcanic Viewshafts and the Height Sensitive Area Overlay

- 19.11 Volcanic viewshafts and the Height Sensitive Area (**HSA**) overlay are included as mechanisms in the PAUP to give effect to the RPS objectives and policies that seek to protect significant views to and between Auckland's maunga. The approach to zoning

⁸⁷ Jeremy Wyatt, Topic 035 EIC, Paragraph 1.8

⁸⁸ AUIHP Interim Guidance Air Quality dated 25th September 2015

within the HSA overlay and with respect to volcanic viewshafts is discussed in detail in the evidence of Mr Reaburn for Topics 080 and 081.

- 19.12 The approach to managing views to and between maunga was discussed in the evidence of Mr McPhee for Topic 010 (RPS Heritage and Special Character) and Mr Reaburn for Topic 020 (Viewshafts) on behalf of the Council. Chapter B4.3.2 of the RPS as notified sought to protect significant views to and between Auckland's maunga and to require urban intensification to be consistent with the protection of volcanic features and viewshafts. More specifically, Policy 15 of Chapter B 4.3.2 sought to protect views to and between the maunga through avoiding new buildings or structures within identified viewshafts and development above the specified building heights in height-sensitive areas.
- 19.13 Through evidence on Chapter B4.3.2, the Council proposed amendments to Objective 7 to qualify that "regionally" significant views between Auckland's maunga are identified and protected.⁸⁹ The Council now supports the deletion of nine of the viewshafts in the notified PAUP, as they are not seen as reaching the threshold of "regionally significant".⁹⁰
- 19.14 The Council's principle for zoning residential areas under the HSA overlay is to apply the SHZ or MHS zone. These zones have height limits of 8m and 9m respectively and therefore support the residential height limits of the HSA overlay.

Special/Historic Character Overlay

- 19.15 Chapter B4.2 of the RPS as notified contains objectives and policies that seek to retain and enhance areas of Auckland's historic character. The Special/Historic Character overlay was proposed as a mechanism in the PAUP to give effect to the RPS objectives and policies that seek to retain and enhance areas of Auckland's historic character. The approach to zoning within the Special/Historic Character overlay is outlined in detail within the evidence of Lisa Mein for Topics 080 and 081.
- 19.16 Through the evidence of Deborah Rowe for Topic 010 (RPS Heritage and Special Character) on behalf of the Council, amendments were proposed to Chapter B4.2 of the RPS to acknowledge that areas that collectively and cohesively represent the various eras of Auckland's historical settlement and development should be referred to as 'Historic Character Areas', and that they are a 'subset' of the overarching concept of

⁸⁹ Andrew McPhee, Topic 010 EIC, paragraph 19.4

⁹⁰ Peter Reaburn, Topic 022 EIC, Paragraph 9.9

'historic heritage'⁹¹. The Council also supported amendments to the objectives for historic character to give effect to section 6(f) of the RMA through managing the protection of historic heritage from inappropriate subdivision, use and development⁹².

- 19.17 Under the overlay, controls are placed on use, development and demolition of buildings to manage change in these areas. The level of control varies according to the intent of the overlay and may be more restrictive or, in some instances, more permissive than the underlying zone.
- 19.18 Through the evidence of Lisa Mein for Topic 029 on behalf of the Council, a number of amendments were proposed to the objectives, policies and rules for the Special/Historic Character overlay, however, the Council proposed to retain the overlay as the key mechanism for managing change appropriately within identified areas of historic character.
- 19.19 The Council's principle for zoning under the Special/Historic Character overlay is to apply the SHZ, as it has a density limit of one dwelling per site, which is consistent with the controls of the overlay. In a limited number of instances the MHS zone may also be appropriate. Ms Mein discusses this in her evidence for Topics 080 and 081.

Pre-1944 Overlay

- 19.20 Chapter B4.2 of the RPS as notified contains objectives and policies that support a precautionary approach being taken to the management of areas with a concentration of pre-1944 buildings until they have been further evaluated for historic heritage, or special character significance. The approach to zoning within the Pre 1944 overlay is discussed in detail in the evidence of Ms Rowe for Topics 080 and 081. Ms Rowe has provided evidence on managing historic heritage on behalf of the Council for Topic 010 and Topic 030 (Pre-1944 overlay).
- 19.21 Through evidence on Chapter B4.2, the Council proposed amendments to clarify that the purpose of the Pre-1944 overlay is to manage areas that have been identified as having a high potential for historic character values until they can be evaluated and a determination made as to whether they should be included in the Special/Historic Character overlay.⁹³

⁹¹ Deborah Rowe, Topic 010 EIC, paragraph 9.13

⁹² Deborah Rowe, Topic 010 EIC, paragraph 9.37

⁹³ Deborah Rowe, Topic 010 EIC, paragraph 9.49

- 19.22 Through evidence on Topic 030, the Council proposed various amendments that reinforced the Pre-1944 overlay as a proactive mechanism in order to evaluate the potential significant historic heritage and historic character values to avoid the loss of these finite resources.
- 19.23 Through Topic 079 (Special Character and Pre-1944 Mapping) the Council is proposing to reduce the extent of the Pre-1944 overlay as a result of the survey work that has been carried out over the past year. The Council considers that the areas that remain in the overlay have high potential for significant historic heritage or historic character value.
- 19.24 The Council's principle for zoning under the reduced Pre-1944 overlay is as follows:
- (a) areas that are proposed to be deleted from the Pre-1944 overlay have no heritage constraints for the purposes of zoning decisions;
 - (b) retain the zoning where it is SHZ, MHS, Centre or Mixed Use in the notified PAUP;
 - (c) change the zoning to MHS where the zoning is MHU or THAB in the notified PAUP; and
 - (d) individual sites within the revised Pre-1944 overlay (potential significant historic heritage places) should not influence the underlying zone.

National Grid (Electricity Transmission) Corridor Overlay

- 19.25 Chapter B3.2 of the RPS as notified contains objectives and policies that seek to protect Auckland's significant infrastructure from reverse sensitivity effects and incompatible subdivision, use and development.
- 19.26 The Electricity Transmission Corridor (**ETC**) overlay identifies and provides a buffer corridor below and around high voltage transmission lines and transmission towers/poles. These lines and towers/poles are owned and operated by Transpower New Zealand Limited and form part of the national electricity grid. New buildings and structures for activities sensitive to transmission lines (examples include dwellings, retirement villages, healthcare and educational facilities) are proposed to be Non-Complying activities within the ETC overlay.
- 19.27 The approach to managing reverse sensitivity effects and incompatible subdivision and use on the National Grid was discussed in Mr Mackie's evidence on behalf of the

Council for Topics 012 (RPS Significant Infrastructure, Energy and Transport) and in Ms Dimery's evidence on behalf of the Council for Topic 042 (Infrastructure). In Topic 012, the Council supported the introduction of a new objective to recognise the national significance of the National Grid and to provide for its effective operation, maintenance, upgrading and development, while managing adverse effects on the network.⁹⁴ The Council supported re-naming of the ETC overlay to the National Grid Corridor overlay in Topic 042.⁹⁵ While various amendments were proposed to the provisions within this overlay, the Council's position has been to maintain the Non-Complying activity status for activities sensitive to transmission lines.⁹⁶

- 19.28 The Council approach to zoning of land within the National Grid Corridor overlay is to ensure that this nationally significant infrastructure is appropriately protected from incompatible development and reverse sensitivity effects. Noting that only a certain portion of the site may be subject to the overlay, the zoning applied to the subject site should align with the zoning applied to the surrounding sites (whether this is SHZ, MHS or MHU). The application of the THAB zone may not be appropriate where the site is constrained by the National Grid Corridor overlay.

Aircraft Noise Overlay

- 19.29 Chapter B3.2 of the RPS as notified contains objectives and policies that seek to protect Auckland's significant infrastructure from reverse sensitivity effects and incompatible subdivision, use and development. Chapter B3.3 of the RPS as notified contains objectives and policies that seek to establish a well-developed, operated and maintained transport system that manages potential adverse effects on the natural environment and the health, safety and amenity of people and communities.
- 19.30 The Aircraft Noise overlay manages the subdivision of land and location of activities sensitive to aircraft noise in areas of high cumulative noise around the region's airports and airfields, so that the continued operation of the airports and airfields is not compromised and reverse sensitivity issues are addressed. New Activities Sensitive to Aircraft Noise (**ASAN**) (including dwellings, retirement villages, healthcare and educational facilities) within the Air Noise Boundary (ANB) (within the 65 dB L_{dn} Noise Boundary) are proposed to be a Prohibited activity.

⁹⁴ Trevor Mackie Topic 012, EIC, paragraph 1.12

⁹⁵ Rachel Dimery Topic 042, EIC, paragraph 14.4

⁹⁶ Rachel Dimery Topic 042, EIC, paragraph 1.6

- 19.31 The approach to managing the subdivision of land and the location of ASAN in areas of high cumulative noise around the region's airports and airfields was discussed in the evidence of Mr Vinall on behalf of the Council for Topic 045 (Airport). In Topic 012, the Council proposed amendments to strengthen the policies of the Aircraft Noise overlay to ensure that ASAN should not be established within the area between the 60 dB L_{dn} and the 65 dB.⁹⁷
- 19.32 In addition, the Council supported a bespoke set of provisions for the Auckland International Airport.⁹⁸ For Auckland International Airport, new policies were proposed to clarify that:
- (a) ASAN should be avoided within the High Aircraft Noise Area (**HANA**) unless the effects can be remedied or mitigated through restrictions on numbers of people exposed to the aircraft noise in the external environment (through zoning and density controls and through requiring acoustic treatment);
 - (b) ASAN are managed in the Moderate Aircraft Noise Area (**MANA**) unless the effects can be remedied or mitigated by restrictions on numbers of people exposed to aircraft noise in the external environment (through zoning and density controls and requiring acoustic treatment); and
 - (c) new residential areas (except for the Flat Bush precinct) that would contain ASAN are avoided within the HANA.
- 19.33 Additionally, within the bespoke set of provisions for Auckland International Airport, tertiary education facilities are proposed to be treated slightly differently to ASAN. In particular, within the HANA, new ASAN are proposed to be a Prohibited activity however, tertiary education facilities are proposed to be a Non-complying activity.
- 19.34 The Council's approach to zoning of land within the Aircraft Noise overlay is to ensure that airports are appropriately protected from incompatible development and reverse sensitivity effects. In particular, the zoning principle is to maintain the notified zoning or apply a less dense zone to ensure the number of ASAN are not increased.

⁹⁷ Mark Vinall, Topic 045, EIR, paragraph 10.8

⁹⁸ Mark Vinall, Topic 045, EIR, paragraph 10.5

PART D - REZONING METHODOLOGY

20. SUBMISSION MANAGEMENT

20.1 The Council received over 20,000 rezoning requests in relation to more than 80,000 properties across Auckland.

Hearing Topic 080 Rezoning and Precincts (General)

20.2 The submission points with rezoning requests that relate to the following zones have been allocated to Topic 080 Rezoning and Precincts (General):

- (a) Public Open Space (which contains five notified zones – Conservation, Informal Recreation, Sports and Active Recreation, Civic Spaces and Community zones): 2107 submission points from 733 submitters were received;
- (b) Coastal (which contains seven notified zones – General Coastal Marine, Marina, Minor Port, Mooring, Ferry Terminal, Defence and Coastal Transition zones): 96 submission points from 40 submitters were received; and
- (c) Special Purpose zones (which contain 11 notified zones and submissions seeking new special purpose zones): 954 submission points from 172 submitters were received.

20.3 The Council's approach to submission points allocated to Topic 080 is to group them by zone, and to respond to the same type of request collectively. This analysis is addressed in separate statements of evidence filed in respect of each of the above zones under Topic 080.

Hearing Topic 081 Rezoning and Precincts (Geographical Areas)

20.4 The submission points with rezoning requests that relate to the residential, business, and rural zones and the Future Urban zone have been allocated to Topic 081 Rezoning and Precincts (Geographical Areas). The exceptions to this are the zoning requests relating to the City Centre zone, which were discussed in the Council's evidence for Topic 050 City Centre, and zoning requests to rezone to FUZ, which are dealt with in the RUB Topics 016 and 017. However, requests to rezone FUZ areas to one of the PAUP's urban zones are considered in Topic 081.

20.5 The Council's approach to responding to submission points allocated to Topic 081 is to group the submission points by 29 geographical areas which are further broken down into 84 submission areas based on the 2006 Census Area Units (**CAU**). Some of the CAU boundaries have been adjusted to provide a more logical approach to grouping submissions. For instance, in some cases the boundaries have been adjusted to capture an entire centre. The submission area maps were provided to the Panel on 16 February 2015.⁹⁹

20.6 The number of rezoning requests received for each sub-regional area is as follows:

- (a) Central – 8251 submission points from 2,110 submitters;
- (b) North and Islands – 3225 submission points from 1376 submitters;
- (c) West – 1702 submission points from 221 submitters;
- (d) South – 4186 points from 485 submitters; and
- (e) Auckland Wide – 112 submission points from 89 submitters.

21. PRESENTATION OF THE COUNCIL'S RESPONSE TO SUBMISSIONS ON ZONING

Planner's Zoning Analysis and Proposed Position Spreadsheet

21.1 Given the volume of submission points received for Topics 081, spreadsheets are a valuable tool for grouping the analysis and response to submissions. The Council will provide as an attachment to the evidence-in-chief filed in respect of each geographical sub-area for Topics 081, a spreadsheet providing the planner's position and detailed reasoning in response to each submission point. The information recorded within the spreadsheets includes:

- (a) Submission point number;
- (b) Submitter's name;
- (c) Geographic topic;
- (d) Submission Area Unit;
- (e) Submission point summary;
- (f) Properties affected;
- (g) Locality;
- (h) Submission theme;
- (i) Notified PAUP zone/s;
- (j) Requested zone/s;

⁹⁹ Auckland Council Response to Direction in Independent Hearings Panel Procedural Minutes No.6 and No.7 – Rezoning and Precincts 16 February 2015

- (k) Relevant overlays, precincts and constraints;
- (l) Planner's proposed response;
- (m) Reasons;
- (n) Proposed zone change;
- (o) GIS map change; and
- (p) Consequential amendments.

Identification of Submission Themes

- 21.2 In responding to submissions for Topic 081 the Council has identified a range of common themes. A list of the themes and theme descriptions were provided in the Council's letter to the Panel dated 15 June 2015, a copy of which is provided as **Attachment F**.¹⁰⁰
- 21.3 Each submission point within Topic 081 has been matched to an identified theme. The number of themes within a geographic area varies according to the complexity of submission points received.
- 21.4 The Council's evidence-in-chief for Topic 081 will address the submission points by theme within each geographic area. This allows a comparison of themes between the submission areas across Auckland.

Mapping

- 21.5 Most of submission points received for Topics 080 and 081 with respect to zoning have provided detailed maps and/or a list of properties which are the subject of their submission. Where this is the case, the Council has mapped the relief sought within the PAUP GIS viewer and identified these sites in the Planner Recommendation Spreadsheets.
- 21.6 A smaller number of the submission points coded to Topics 080 and 081 that have requested changes to zoning have not provided detailed maps or a property address, or the request cannot be accurately defined spatially. The Council estimates that approximately 10% of rezoning requests are in this category. These requests, including all coastal requests, have not been mapped and have been captured in the Planner Recommendation Spreadsheet only.

¹⁰⁰ Auckland Council Response to Direction in Independent Hearings Panel Procedural Minutes No.6 and Conference Outcomes 15 June 2015

21.7 Maps showing the submission areas that were provided to the Panel on 16 February 2015 identified the properties that were subject to rezoning requests.¹⁰¹

21.8 The Council will provide as an attachment to the evidence-in-chief for each zone filed for Topic 080, two maps for each area:

- (a) the PAUP zones as notified (with the properties subject to rezoning requests identified); and
- (b) the zoning changes proposed by the Council, with in scope and out of scope changes identified.

21.9 The Council will provide as an attachment to the evidence-in-chief filed in respect of each of the sub-areas for Topic 081, three maps for each specific topic or submission area. The maps will show:

- (a) The PAUP zones as notified;
- (b) The PAUP zones as notified with the properties subject to rezoning requests identified; and
- (c) The zoning changes proposed by the Council, with in scope and out of scope changes identified.

21.10 In some circumstances, additional maps have been created to give a 'zoomed in' view of a particular area or centre.

22. AUCKLAND COUNCIL SUBMISSION

22.1 There are 1169 submission points from the Council that have been coded to Topic 080 which seek a change in zoning. The submission points are addressed as part of the respective sub-topic, for example, Special Purpose zones.

22.2 There are 254 submission points from Auckland Council that have been coded to Topic 081 which seek a change in zoning. The submission points are addressed as part of the respective submission area.

¹⁰¹ Auckland Council Response to Direction in Independent Hearings Panel Procedural Minutes No.6 and No.7 – Rezoning and Precincts 16 February 2015

23. LOCAL BOARD VIEWS

- 23.1 Local board views on zoning were included in the Council's submission within the Local Board Views section. A total of 22 submission points were included from local boards for Topic 080 and 29 submission points were included in relation to Topic 081. The Council will provide a response to those submission points through its evidence for Topics 080 and Topic 081 within the respective zone topic or submission area.

24. AUCKLAND-WIDE SUBMISSIONS

- 24.1 There are a number of submission points allocated to Topic 080 that seek rezoning of residential or business zones generally, or in respect of particular areas. A table of these submission points is included within **Attachment E** of my evidence.
- 24.2 The themes of the sixteen submission points seeking rezoning of residential or business zones generally include:
- (a) Upzone around centres, railway stations and high frequency bus routes;
 - (b) Retain the location of the THAB zone along arterial roads;
 - (c) Apply SHZ in older city fringe suburbs;
 - (d) Amend zoning to ensure a consistent approach to address stormwater/flooding issues;
 - (e) Expand the MHU zone;
 - (f) Upzone the Isthmus;
 - (g) Align zoning with land values;
 - (h) Rezone inner areas of Rural Production zoned land used for lifestyle blocks;
 - (i) Rezone existing forestry within the Rural Conservation zone to Rural Production;
 - (j) Rezone Mixed Housing Urban properties that immediately adjoin a Single House zone to Mixed Housing Suburban;
 - (k) Rezone all Business Park zoned land to Mixed Use zone;
 - (l) Rezone Special Purpose and Residential land to 'commercial' so that BID (Business Improvement District) programmes are not detrimentally affected; and
 - (m) Rezone to delete libraries which are currently in business zones such as Remuera Library to Community zone.

24.3 Where these submissions are consistent with the zoning principles I have outlined and the Panel's best practise guidance on rezoning I support them.

24.4 The submission points that request changes in relation to the residential, business or rural zoning of a particular area will be specifically addressed in evidence for Topic 081.

PART E - CONCLUSION

24.5 My evidence has provided an overview of the PAUP zones and how they have been spatially applied. In my view, the PAUP zoning framework, supported by the zoning principles and the Council's approach to zoning discussed in my evidence (and adopted in the Council's planning evidence reports for Topic 080 and Topic 081), gives effect to the provisions of the RPS and provides a vital tool to assist the Council in achieving the sustainable management of Auckland's natural and physical resources.

John Duguid

3 December 2015

ATTACHMENT A

JOHN MICHAEL DUGUID - QUALIFICATIONS AND EXPERIENCE
(DECEMBER 2015)

EDUCATION

- **Master of Planning Practice (Honours) - University of Auckland**
Completed May 1998
- **Bachelor of Building Science - Victoria University of Wellington**
Completed November 1994
- **Certificates of Proficiency – Architectural Technology, Architectural Theory and Criticism - Victoria University of Wellington**
Completed November 1994

ADDITIONAL TRAINING

- **International Visitor Leadership Programme (Department of State, United States Government) – August 2012**
- **Auckland Future Leaders Programme (Committee for Auckland) - January 2010 – January 2012**
- **A-G Leadership Programme (Keenan Consulting) –Completed 2009**
- **Rogen Two-Day Public Speaking Course – Completed 2008**
- **International Cities and Town Centres Conferences – Attended 2002 (Caloundra), 2006 (Newcastle), 2007 (North Shore), 2008 (Sydney)**
- **National Certificate in First Line Management - August 2006 until May 2007 – partially completed**
- **IAP2 Certificate in Public Participation - June 2006**
- **Excelling as a First Time Manager or Supervisor Seminar –January 2005**
- **Project Management in Local Government Course – November 2003**
- **Environmental Conflict Resolution Workshop - March 2003**

EMPLOYMENT HISTORY

General Manager Plans and Place, Auckland Council

October 2015 to present

- Overall accountability for the development of plans and projects that realise the vision and goals for Auckland, including the Auckland Unitary Plan
- Providing quality policy and planning advice to the Mayor, Governing Body and Local Boards

Manager Unitary Plan, Auckland Council

Mid-2012 to present

- Leading the Unitary Plan unit
- Accountable for developing the Proposed Auckland Unitary Plan and taking it through the submissions and hearing process
- Business planning, business performance reporting and financial management
- Member of the Plans and Places senior lead team

Manager Plan Development, Auckland Council

December 2010 to mid-2012

- Leading the Plan Development unit
- Accountable for the review of over 100 bylaws from the former councils by 2015, developing and implementing plans for local areas and preparing and making operative the Proposed Auckland Unitary Plan
- Business planning, business performance reporting and financial management
- Member of the Regional and Local Planning department senior lead team

Manager Central Area Planning, Auckland City Council

June 2007 – December 2010

- Leading the Central Area Planning department
- Accountable for strategic planning projects in the CBD/city centre, Auckland City District Plan (Central Area Section), CBD/city centre resource consents, CBD/city centre resource consent monitoring
- Responsible for jointly overseeing the Auckland City Council Urban Design Panel
- Key contact for central government departments/agencies undertaking major infrastructure projects affecting the CBD/city centre (e.g. City Rail Link, National Convention Centre, Additional Waitemata Harbour Crossing, Victoria Park Tunnel)
- Business planning, business performance reporting and financial management

**Environmental Policy Adviser /Senior Environmental Policy Adviser – North Shore
City Council**

March 1999 – May 2007

- Providing senior support to staff within the Environmental Policy and Planning Department
- Assisting with business planning, performance and development reviews and recruitment
- Managing the Highbury Centre Review project and the development of the Highbury Centre Plan
- Member of the Albany Centre Review project team
- Managing the Albany Centre district plan change and Environment Court appeals process
- Managing the production of the 'Good Solutions Guide for Intensive Residential Developments' and 'What to Look for When Buying a Terraced House or Apartment'
- Providing urban design advice to staff and elected representatives
- Responsible for resolving a number of appeals on the business section of the Proposed North Shore District Plan

ADDITIONAL SKILLS AND EXPERIENCE

- **Conference paper on the Proposed Auckland Unitary Plan** – New Zealand Planning Institute Conference – August 2014; Environmental Regulations Conference - 2011
- **Conference paper on the development of the Albany Centre** – International Cities and Town Centres – October 2006
- **Conference paper on the Long Bay Structure Plan** – International Conference on Sustainability and Engineering – January 2007
- **Conference paper on intensive housing initiatives at North Shore City Council** – Urbanism Downunder March 2003
- **Urban Design Workshops and Charettes** – Various

ATTACHMENT B

A Complete list of Zones included within the Proposed Auckland Unitary Plan

Terrace House and Apartment Building Zone (THAB)

Mixed Housing Urban Zone (MHU)

Mixed Housing Suburban Zone (MHS)

Single House Zone (SHZ)

Rural and Coastal Settlement Zone

Large Lot Zone

City Centre Zone

Metropolitan Centre Zone

Town Centre Zone

Local centre Zone

Neighbourhood Centre Zone

Mixed Use Zone

Business Park Zone

General Business Zone

Light Industry Zone

Heavy Industry Zone

Rural Production Zone

Mixed Rural Zone

Rural Coastal Zone

Countryside Living Zone

Rural Conservation Zone

Conservation Zone

Informal Recreation Zone

Sports and Active Recreation Zone

Civic Spaces Zone

Community Zone

Future Urban Zone

General Coastal Marine Zone

Marina Zone

Mooring Zone

Minor Port Zone

Ferry Terminal Zone

Defence Zone

Coastal Transition Zone

Strategic Transport Corridor
Airport Zone
Cemetery Zone
Healthcare Facility Zone
Major Recreational Facility Zone
Maori Purpose Zone
Quarry Zone
Retirement Village Zone
School Zone
Tertiary Education Zone

ATTACHMENT C

2015 Proposed Auckland Unitary Plan Rezoning Principles

Best Practice Approach to Rezoning¹⁰²

- 1.1. The change is consistent with the objectives and policies of the proposed zone. This applies to both the type of zone and the zone boundary.
- 1.2. The overall impact of the rezoning is consistent with the Regional Policy Statement.
- 1.3. Economic costs and benefits are considered.
- 1.4. Changes should take into account the issues debated in recent plan changes.
- 1.5. Changes to zone boundaries are consistent with the maps in the plan that show Auckland-wide rules and overlays or constraints (e.g. hazards).
- 1.6. Changes should take into account features of the site (e.g. where it is, what the land is like, what it is used for and what is already built there).
- 1.7. Zone boundary changes recognise the availability or lack of major infrastructure (e.g. water, wastewater, stormwater, roads).
- 1.8. There is adequate separation between incompatible land uses (e.g. houses should not be next to heavy industry).
- 1.9. Zone boundaries need to be clearly defensible e.g. follow roads where possible or other boundaries consistent with the purpose of the zone.
- 1.10. Zone boundaries should follow property boundaries.
- 1.11. Generally no "spot zoning" (i.e. a single site zoned on its own).
- 1.12. Zoning is not determined by existing resource consents and existing use rights, but these will be taken into account.
- 1.13. Roads are not zoned.

Additional Best Practice Principles

- Ensure PAUP achieves a mix of residential zones in neighbourhoods to provide housing choice.
- Rural Urban Boundary (RUB) – all rural zones are outside the RUB and all urban zones are inside the RUB.

Contextual Principles

Have regard to:

- Land with physical limitations such as topography, ground conditions, vegetation, instability or natural hazards;

¹⁰² AUIHP Interim Guidance Best Practise Rezoning, Precincts and Changes to the Rural Urban Boundary dated 31st July 2015

- Land that has poor accessibility to centres and public transport;
- Land that has significant infrastructure constraints; and
- Areas where Auckland-wide rules, Overlays and Precincts apply which control the ability to develop or subdivide the site i.e. Additional Subdivision Control, Volcanic Viewshaft.

Schools Zoning Principles

Retain the Special Purpose School zone for Independent and Integrated schools;

Apply a residential, rural or business zone to state schools consistent with the zones applied adjoining or adjacent to the subject school.

Tertiary Education Principles

Apply an appropriate residential or business zone consistent with the zones applied adjoining or adjacent to the subject site to Tertiary Education facilities.

Retirement Village Zone

Apply a residential or business zone consistent with the zones applied adjoining or adjacent to the subject site to existing Retirement Villages.

Future Urban Zone

Only amend the spatial application of the Future Urban zone to reflect an operative Special Housing Area Variation or to correct an error.

Flood plains

The appropriate residential zoning for flood plains is determined by the flooding zoning principles see Attachment D.

Pre-1944 Overlay

The appropriate zone under the Pre-1944 overlay are as follows:

- Areas that are proposed to be deleted from the pre-1944 overlay have no heritage constraints for the purposes of zoning decisions.
- Retain the zoning where it is Single House, Mixed Housing Suburban, Centre or Mixed Use in the notified PAUP.
- Change the zoning to Mixed Housing Suburban where the zoning is Mixed Housing Urban or Terraced Housing and Apartment Buildings in the notified PAUP.
- Individual sites within the revised pre-1944 overlay (potential significant historic heritage places) should not influence the underlying zone.

Auckland-wide rules and Overlays that Impact Zoning

Residential Zoning Principles	Historic (Special) Character Overlay	National Grid (Electricity transmission) Corridor Overlay	Significant Ecological Area Overlay(SEA)	Sensitive Activity Restriction Overlay	Aircraft Noise Overlay	Height Sensitive Areas Overlay
<p>Terrace Housing and Apartment Building Zone Apply this zone to sites:</p> <ul style="list-style-type: none"> - Within approximately 250 metres moderate walking distance of Metropolitan, Town and Local Centre zones; - Within approximately 250 metres moderate walking distance of rapid & frequent transport network and arterials; - Within close proximity to existing or proposed large open spaces, community facilities, education and healthcare facilities; - Which are, or which are able to be, adequately serviced by existing or planned infrastructure. <p>(B2.1 Objectives 1 and 3, Policy 2, B2.3 Objective 1, Policy 1, B2.6 Objective 3 and 5, D1.1 Objective 2, Policy 3, D1.7 Objective 1)</p>	<p>The appropriate residential zone under the Historic (Special) Character Overlay is Single House zone.</p> <p>In localities where there are larger sites the Mixed Housing Suburban zone <u>could</u> be applied to enable some additional development within close proximity to centres and public transport.</p> <p>The application of MHS within areas subject to the overlay would require aerial and street survey so</p>	<p>The appropriate residential zones under the National Grid (Electricity transmission) corridor overlay are Single House Zone, Mixed Housing Suburban zone or Mixed Housing Urban zone. THAB is not an appropriate zone.</p> <p>(B3.2 Objective 2A and 6, Policies 2 and 7, E.1.4 Policies 1 and 2, C1.1 Objectives 5 and 6, Policies 2 and 9B)</p>	<p>The appropriate residential zones within the Significant Ecological Area (SEA) overlay where over 80% of the site has protected vegetative cover include Single House Zone or R + C Zone or LL Zone. Other zones are appropriate if the SEA overlay covers less than 20% of the site.</p> <p>(B4.3.4 Objective 1, C.5.1 Objective 5, E.7.12 Objective 3, E.7.12 Policy 3)</p>	<p>The appropriate zones within 500m of the Heavy Industry zone include what is currently there or a less dense zone. The number of activities sensitive to aircraft noise should not be increased.</p> <p>(B6.1 Objective 6, Policy 1C, E7.12 Objective 1-3, Policies 1-5)</p>	<p>The appropriate zones within the Aircraft Noise Overlay what is currently there or a less dense zone. The number of activities sensitive to Aircraft Noise should not be increased.</p> <p>(B3.2 Objectives 2 and 6, Policies 2, 4, 7 and 9 B3.3 Objective 3 Policies 1, 3, 9(e) and 10, E.1.2 Objectives 1 and 2, Policies 1 to 5, C1.1 Objective 5)</p>	<p>The appropriate zone under the Height Sensitive Area overlay is Single House Zone or Mixed Housing Suburban Zone.</p> <p>(B4.3.2 Objective 7, Policies 15, 17 and 18, E.6.2 Objectives A, B, C Policies a, b, d, e, f)</p>

<p>Mixed Housing Urban (MHU) Zone: Apply this zone to sites:</p> <ul style="list-style-type: none"> - within approximately 250m moderate walking distance from any THAB zone and Mixed Use Zone; - within approximately 250m walking moderate distance from rapid and frequent transport network and arterials; - adjacent to Neighbourhood centres; - adjacent to certain Public Open Space zones or community facilities; - which are, or which are able to be, adequately serviced by existing or planned infrastructure. <p>(B2.1 Objectives 1 and 3, Policy 2, B2.3 Objective 1, Policy 1, B2.6 Objective 3 and 5, D1.1 Objective 2, Policy 3, D1.6</p>	<p>that it is only applied in areas where change has occurred or where change could be absorbed whilst maintaining the identified historic character.</p> <p>(B4.2 Objective 1 and 3, E3.1 Objective 2, Policies 1, 3A, 4F)</p> <p>See Above</p>	<p>See Above</p>	<p>See Above</p>	<p>See Above</p>	<p>See Above</p>	<p>See Above</p>
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<p><i>Objective 1)</i></p> <p>Mixed Housing Suburban (MHS) Zone: Apply this zone to sites:</p> <ul style="list-style-type: none"> - Which do not meet the zoning principles for MHU and THAB zone; - Which do not have significant environmental, infrastructure, accessibility or flooding constraints that would lead to the application of the SHZ zone; - Within the Height Sensitive Area overlay or within the SEA overlay where the site has less than 20% protected vegetative cover; - Which are not subject to the Historic Character overlay. <p><i>(B2.1 Objectives 1 and 3, Policy 2, B2.3 Objective 1, Policy 1, D1.1 Objective 2, Policy 3, D1.5 Objective 1)</i></p> <p>Single House Zone (SHZ): Apply this zone to sites:</p> <ul style="list-style-type: none"> - With significant environmental, infrastructure constraints that are unlikely to be addressed in the foreseeable future or which cannot be addressed at a site-specific level; - With poor accessibility to the City Centre, Metropolitan, Town and Local Centres or the existing or planned public transport network, or large urban facilities including existing or proposed public open spaces, 	See Above	See Above	See Above	See Above	See Above	See Above
	See Above	See Above	See Above	See Above	See Above	See Above

<p>community facilities, education facilities, tertiary education facilities, and healthcare facilities;</p> <ul style="list-style-type: none"> - Within serviced settlements in rural and coastal areas (e.g. Omaha, Matakana); - Within the Historic Character overlay, Height Sensitive Area overlay and the Significant Ecological Area (SEA) overlay where over 80% of the site has protected vegetative cover; - With significant flooding risk. (<i>B2.1 Objectives 1 and 3, Policies 1 and 2, B2.3 Objective 1, Policy 1, B2.5 Objective 3, Policy 1, D1.1 Objective 2, Policy 3, D1.4 Objectives 1 and 2, Policy 1</i>) 						
<p>Rural + Coastal Settlement Zone Apply this zone to sites:</p> <ul style="list-style-type: none"> - Within un-serviced settlements in rural and coastal areas (e.g. Kaukapakapa, Waitoki). <p>(<i>B2.1 Objectives 1 and 2, Policies 1 and 2, B2.3 Objective 1, Policy 1, B2.5 Objective 1, Policy 2, D1.1 Objective 2, Policy 3, D1.3 Objectives 1 and 3</i>)</p>						
<p>Large Lot Zone Apply this zone to sites:</p> <ul style="list-style-type: none"> - On the periphery of urban areas to sites 						

<p>with geotechnical issues or high ecological or landscape values;</p> <p>- To un-serviced land within the RUB.</p> <p><i>(B2.1 Objectives 1, 2 and 4, Policies 1 and 2, B2.3 Objective 1, Policy 1, D1.1 Objective 2, Policy 3, D1.2 Objectives 1 and 3)</i></p>						
Business Zoning Principles		Auckland-wide rules and Overlays that Impact Zoning				
Business Zone	National Grid (Electricity transmission) corridor Overlay	Sensitive Activity Restriction Overlay	Aircraft Noise Overlay			
<p>Mixed Use Zone Apply this zone to sites:</p> <ul style="list-style-type: none"> - Adjacent to the City Centre Zone, Metropolitan Centre Zone and Town Centre Zones and along arterials that have good public transport. - Within locations which will not harm the vitality and viability of the City Centre Zone, Metropolitan Centre Zone and Town Centre Zone. <p><i>(B2.1 Objective 3, Policy 2, 3, 4, B2.3 Objective 1, Policy 1, B3.1 Objective 2, 3, Policy 1, 2, 5, 12, D3.3 Objectives 1, 2A, Policies 1, 2)</i></p>	<p>The appropriate zones under the National Grid (Electricity transmission) include what is currently there or a less dense zone.</p> <p><i>(B3.2 Objective 2A and 6, Policies 2 and 7, E.1.4 Policies 1 and 2, C1.1 Objectives 5 and 6, Policies 2 and 9B)</i></p>	<p>The appropriate zones within 500m of the Heavy Industry zone include what is currently there or a less dense zone. The number of activities sensitive to air discharges should not be increased.</p> <p><i>(B6.1 Objective 6, Policy 1C, E7.12 Objective 1-3, Policies 1-5)</i></p>	<p>The appropriate zones within the Aircraft Noise Overlay include what is currently there or a less dense zone. The number of activities sensitive to Aircraft Noise should not be increased.</p> <p><i>(B3.2 Objectives 2 and 6, Policies 2, 4, 7 and 9 B3.3 Objective 3 Policies 1, 3, 9(e) and 10, E.1.2 Objectives 1 and 2, Policies 1 to 5, C1.1 Objective 5)</i></p>			
<p>Metropolitan Centre Zone Metropolitan centres have been selected according to the centres hierarchy as set out in the Auckland Plan. There is a</p>	See Above	See Above	See Above			

<p>fixed number of Metropolitan Centres. There is no scope for new Metropolitan Centres, only expansion. Apply this zone to sites:</p> <ul style="list-style-type: none"> - That meet the criteria set out in Policy 5 B3.1 RPS which provide for the outward expansion of metropolitan centres. <p>(B2.1 Objective 3, Policies 2, 3, 4, B2.3 Objective 1, Policy 1 B3.1 Objectives 2, 3, Policies 1, 2, 5, 12, D3.3 Objectives 1, 2A and Policies 1, 2)</p>			
<p>Town Centre Zone Town Centre Zone applied in accordance with the centres hierarchy as set out in the Auckland Plan and some other centres within the City Fringe (e.g. Ponsonby). There is not a lot of scope for new town centres in new neighbourhoods developed within the RUB.</p> <p>Apply this zone to sites:</p> <ul style="list-style-type: none"> - That meet the criteria set out in Policy 5 B3.1 RPS which provide for the outward expansion of town centres. -That meet the criteria set out in Policy 6 B3.1 RPS which provide for new town centres within the RUB. <p>(B2.1 Objective 3, Policies 2, 3, 4, B2.3 Objective 1, Policy 1, B3.1 Objectives 2, 3, Policies 1, 2, 5, 12 D3.4 Objectives 1, 2 and Policies 1, 2)</p>	See Above	See Above	See Above
<p>Local Centre Zone Local Centre Zone applied predominantly in accordance with the centres hierarchy as set out in the Auckland Plan.</p> <p>Apply this zone to sites:</p> <ul style="list-style-type: none"> - That meet the criteria set out in Policy 5 B3.1 RPS which 	See Above	See Above	See Above

<p>provide for the outward expansion of local centres.</p> <p>-That accord with the policy direction of D3.5 Policy 5 in considering extending the spatial extent of local centres.</p> <p>(B2.1 Objective 3, Policies 2, 3, 4, B2.3 Objective 1, Policy 1, B3.1 Objective 2, 3, Policies 1, 2, 5, 12, D3.5 Objectives 1, 2 and Policies 1, 5)</p>			
<p>Neighbourhood Centre Zone</p> <p>Apply this zone to:</p> <ul style="list-style-type: none"> - Single corner stores or small shopping strips located in predominantly residential neighbourhoods. <p>(B2.1 Objective 3, Policies 2, 3, 4, B2.3 Objective 1, Policy 1, B3.1 Objective 2, 3, Policies 1, 2, 5, 12 D3.6 Objectives 1 and 2, Policy 1)</p>	See Above	See Above	See Above
<p>General Business Zone</p> <p>Apply this zone to sites:</p> <ul style="list-style-type: none"> - Within close proximity to the City Centre Zone, Metropolitan Centre and Town Centre Zones and along arterials that have good public transport. - Within locations which will not harm the vitality and viability of the City Centre Zone, Metropolitan Centre Zone and Town Centre Zone. <p>(B2.3 Objective 1, Policy 1, B3.1 Objectives 2, 3, Policy 2, 3, 7, 8, 9, 10, 11, 12, D3.8 Objective 1, 2 and Policies 1, 3, 4)</p>	See Above	See Above	See Above
<p>Business Park Zone</p> <p>Apply this zone to sites:</p>	See Above	See Above	See Above

<p>- Within locations which will not harm the vitality and viability of the City Centre Zone, Metropolitan Centre Zone and Town Centre Zone.</p> <p>- to areas where significant existing level of office development established.</p> <p><i>(B2.3 Objective 1, Policy 1, B3.1 Objectives 2, 3, Policies 2, 3, 7, 8, 9, 10, 11,12, D3.9 Objectives 2, 4 and Policies 1, 3, 4)</i></p>			
<p>Light Industry Zone Apply this zone to sites:</p> <p>- With established light industrial activities, as permitted in the zone;</p> <p>- Around heavy industry areas, to act as a buffer between heavy industry and sensitive uses;</p> <p><i>(B2.3 Objective 1, Policy 1, B3.1 Objective 3, Policy 9, 10, 11, 12, D3.10 Objective 1 and Policy 1A, 1B, 2)</i></p>	See Above	See Above	See Above
<p>Heavy Industry Zone Apply this zone to sites:</p> <p>- 500m from zones that provide for activities sensitive to air discharges e.g. residential;</p> <p>- Reasonably large and robust areas with good access to freight routes.</p> <p><i>(B2.3 Objective 1, Policy 1, B3.1 Objective 3, Policy 9, 10, 11, 12, D3.11 Objectives 1, 2 and Policies 1, 2, 3)</i></p>	See Above	See Above	See Above

Zoning Principles – Rural Zones

Rural Production Zone:
Large rural properties with low intensity settlement and rural production.

<p>Where there are opportunities to conserve and enhance native vegetation and wildlife.</p> <p>(B8.1 Objectives 2 and 3, Policies 3, 4, 5, 11, B8.2 Objectives 1 and 2, Policies 1, 2, 7 Objectives 1 and 3, Policies 1, D6.1 Objectives 3 and 7, Policies 3, 4 and 5 D6.2 Objective 2)</p>
<p>Mixed Rural Zone: Applies in areas with a history of horticulture and viticulture, including greenhouse production of flowers, fruit and vegetables, wine production, intensive poultry farming, and equine-related activities and services.</p> <p>(B8.1 Objectives 2 and 3, Policies 3, 4, 5, 11, B8.2 Objectives 1 and 2, Policies 1, 2, 7 Objectives 1 and 3, Policies 1, D6.1 Objectives 3 and 7, Policies 3, 4 and 5 D6.3 Objectives 2 and 3)</p>
<p>Rural Coastal Zone: Applies in areas beyond the immediate coastal environment that have landscape and amenity links to the coast.</p> <p>(B8.1 Objectives 2 and 3, Policies 3, 4, 5, 11, B8.2 Objectives 1 and 2, Policies 1, 2, 7 Objectives 1 and 3, Policies 1, D6.1 Objectives 3 and 7, Policies 3, 4 and 5 D6.3 Objectives 1-6)</p>
<p>Countryside Living Zone: Applies in locations which avoid sensitive areas such as natural landscapes, elite and prime land and quarries.</p> <p>Areas with smaller site sizes around rural townships.</p> <p>(B8.1 Objectives 2 and 3, Policies 3, 4, 5, 11, B8.2 Objectives 1 and 2, Policies 1, 2, 7 Objectives 1 and 3, Policies 1, D6.1 Objectives 3 and 7, Policies 3, 4 and 5 D6.5 Objective 1)</p>

ATTACHMENT D

Residential Rezoning Principles

Flooding

New urban areas: no business or residential zoning within areas subject to significant flooding

Existing urban areas: Follow below steps

Sites That May be Zoned Mixed Housing Urban / Suburban / THAB

Step	Criteria	Action
1	<p>Site:</p> <ul style="list-style-type: none"> a. is affected by flood plain but b. has one building platform (8 by 15m)¹⁰³ clear of the flood plain. <p>If not then proceed to step 2</p>	Site can be zoned mixed housing urban / suburban or THAB
2	<p>Site:</p> <ul style="list-style-type: none"> a. is affected by flood plain, b. does not have one 8 by 15m building platform clear of the flood plain, but c. is assessed by SWU has being in an area where flood plain hazards are considered to be inaccurate and/or not significant <p>If not, then proceed to step 3</p>	Site can be zoned mixed housing urban / suburban or THAB
3	<p>Site:</p> <ul style="list-style-type: none"> a. is affected by flood plain, b. does not have one 8 by 15m building platform clear of the flood plain, and c. is assessed by SWU has being in an area where flood plain hazards are considered to be significant, but d. already contains multi-unit development. <p>If not, then proceed to step 4</p>	Can select a zoning that best matches current development level.
4	<p>Site:</p> <ul style="list-style-type: none"> a. is affected by flood plain, b. does not have one 8 by 15m building platform clear of the flood plain, and c. is assessed by SWU has being in an area where flood plain hazards are considered to be significant, d. does not already contain multi-unit development; and e. is not part of a group of three or more sites that fit the same criteria, nor adjacent to the SHZ (i.e. it is a single, or double but isolated site) <p>If not, then proceed to step 5.</p>	Select a zoning that best matches adjacent sites
5	<p>Site:</p> <ul style="list-style-type: none"> a. is affected by flood plain; b. does not have one 8 by 15m building platform clear 	Select Single House Zone

¹⁰³ The subdivision section sets this as a minimum building platform. One shape factor would enable redevelopment of a stacked duplex type unit - a typology possible under the mixed suburban / urban zoning.

	<p>of the flood plain;</p> <ul style="list-style-type: none">c. is assessed by SWU has being in an area where flood plain hazards are considered to be significant;d. does not already contain multi-unit development;e. is part of a group of three or more sites that fit the same criteria (i.e. not a single, isolated site), or is adjacent to the SHZ.	
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ATTACHMENT E

Auckland wide Rezoning Submissions Coded to Topic 080

Submission	Submitter Name	Topic	Submission Area Unit	Summary	SUBMISSION THEME	WANTS TO BE HEARD	RESPONSE PROVIDED IN TOPIC 080 OR 081
1047-2	Alan Cole	South	South wide	Amend the location of the Rural Coastal zone so it is in keeping with what was agreed to in Franklin District Council Plan Change 14	Rural	No	Area specific - Responded to in Evidence for Topic 081
1234-11	The Great Ponsonby Art Hotel	Central	Central wide	Remove Town Centre zone from areas such as Ponsonby, Mt Eden and Kingsland.	Business	Yes	General Submission covered in Topic 080
1588-2	Mark Brent	Central	Central wide	Retain the Single House Zoning in Balmoral	Residential	No	Area specific - Responded to in Evidence for Topic 081
1617-7	Jennifer Conlon	West	West wide	Restrict intensification in Glen Eden	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
1617-8	Jennifer Conlon	West	West wide	Rezone Mixed Housing in Atkinson Road Titirangi to Single House	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
1854-1	H P S Group	West	West wide	Rezone land within Hobsonville Road - Trig Road triangle, in particular, 76-82 Hobsonville Road including 82a Hobsonville Road and 7 Trig Road, to Mixed Housing Urban.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

1973-2	James Emily Properties Limited	West	West wide	Amend to Retain the permitted, controlled and discretionary activities of the Auckland Council District Plan (Waitakere Section) for this part of New Lynn.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
2088-17	Wendy Clark	South	South wide	Restore Franklin's coastal zone boundaries to that agreed in Plan Change 14.	Rural	Yes	General Submission covered in Topic 080
2088-18	Wendy Clark	South	South wide	Restrict "fill in" areas from the original/legacy overlay to 50m from the beach.	Rural	Yes	General Submission covered in Topic 080
2186-1	Whitford Residents and Ratepayers Association	South	South wide	Retain the [Franklin District Plan] Whitford Countryside Living zone for the Rural 2 area and reinstate the start date and existing subdivision rules.	Rural	Yes	Area specific - Responded to in Evidence for Topic 081
2563-19	Felicity Beekhuizen	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081
2564-20	Simon and Rachel Jacobs	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

2566-19	Ray McCormick	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081
2568-17	F A Turner	South	South wide	Rezone to reduce the amount of Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
2570-17	J C C Goodwin	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081
2574-16	Ian Watson	South	South wide	Retain the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
2575-67	AMP Property Portfolio Limited	South	South wide	Retain the Mixed Use zone on Ti Rakau Drive and Te Irirangi Drive.	Business	Yes	Area specific - Responded to in Evidence for Topic 081

2710-1	P H and M D Dower	South	Auckland wide	Reject Unitary Plan specifically for Howick area	Residential	No	Area specific - Responded to in Evidence for Topic 081
2834-2	Kumeu River Wines Limited and M G Brajkovich Family Trust	West	West wide	Retain the mixed rural zone on Waitakere Rd, Waitakere.	Rural	Yes	Area specific - Responded to in Evidence for Topic 081
3052-2	Elizabeth P Langridge	North and Islands	North wide	Reject high rise buildings on coastal properties in Milford, Takapuna, Birkenhead and Northcote.	Residential	No	Area specific - Responded to in Evidence for Topic 081
3269-1	Trevor Purkis	Central	Central wide	Rezone the stretch of Great South Road from Greenlane West to Station Road, Penrose to Mixed Use.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
3368-1	Pepperell Family Trust	West	West wide	Rezone Lots 1 and 3 DP 116247, Lot 1 DP 142764 and Lot 5 and 5 DP 423139, York and Queen Street, Riverhead from Single House to Neighbourhood Centre.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
3707-1	Theresa Wells	North and Islands	North wide	Scale back amount of growth planned for Bayswater, Devonport and Takapuna areas.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
4051-3	Tim Knight	South	South wide	Rezone Howick and Pakuranga area from Mixed Housing [and other residential zones - infer] to Single House Rezone sites from Mixed Housing Suburban in the area bound by New North Road in the west, the city fringe in the north, SH20 in the south and Great South Road in the east to Mixed Housing Urban.	Residential	No	Area specific - Responded to in Evidence for Topic 081
4087-16	Bryce Pearce	Central	Central wide		Residential	No	Area specific - Responded to in Evidence for Topic 081

4132-14	Sentinel Planning Limited	North and Islands	North wide	Review all Business zones to ensure they are compatible with the existing environment (in particular North Harbour Industrial Estate and Wairau Valley).	Business	Yes	General Submission covered in Topic 080
4132-15	Sentinel Planning Limited	North and Islands	North wide	Rezone North Harbour Industrial Estate and Wairau Valley from Light Industry to General Business.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
4186-3	Heather Parlane	South	South wide	Include a new transitional zone around Hill Park, Manurewa footprint being Great South Road, Orams Road and the Southern Motorway.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
4587-1	Paul Sieberhagen	North and Islands	North wide	Rezone Northcote and Highbury to remove 6 storey building zones. Direct intensification to between Great North Rd and the North Western Motorway, Pt Chevalier, the Unifec site, MOTAT and to suburbs neighbouring Pt Chevalier such as Waterview, Westmere, Grey Lynn and Herne Bay	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
4641-7	Michelle Wilkinson and Simon Judkins	Central	Central wide		Residential	Yes	Area specific - Responded to in Evidence for Topic 081
4660-5	Bobby Shen	West	West wide	Retain the concentric zones around the Metropolitan Centre Zoning in Henderson	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
4757-13	Bruce Macfarlane	North and Islands	North wide	Intensify high points, intersections with Terrace Housing and Apartment Buildings in Takapuna/Devonport Peninsula areas [refer to submission for details pg 7/7]	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
4757-14	Bruce Macfarlane	North and Islands	North wide	Intensify ridges and main thoroughfares with Terrace Housing in Takapuna/Devonport Peninsula areas [refer to submission for details pg 7/7].	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

4797-107	Louis Mayo	Central	Central wide	Rezone the Light Industrial sites within Morningside and Greenlane to Mixed Use.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
4797-29 4797-33	Louis Mayo	Central Auckland-wide	Central wide Auckland wide	Rezone land around Morningside area that is close to public transport (the Western rail line) and also Great South Road in the Greenlane area to Mixed Use. Rezone all Business Park zoned land to Mixed Use zone.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
4797-8 4810-4	Louis Mayo	Central	Central wide	Rezone land to enable higher density development near stations and high frequency bus routes, especially Newton, Morningside, Greenland and Ellerslie.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
	Christine Dowsett	Auckland-wide	Auckland wide	Rezone inner areas of Rural Production zoned land which is actually largely lifestyle and uneconomic [no specific area identified].	Rural	Yes	General Submission covered in Topic 080
4823-84	Stephen Davis	Central	Central wide	Rezone all properties zoned "Mixed Housing Suburban" to "Mixed Housing Urban " within an area bounded by Great North Road, the Waterview Connection, the South-West motorway, the Onehunga Industrial area, Great South Road and the Central City, and including all the suburbs of Mount Albert, Mount Eden, Sandringham, Kingsland, Morningside, St Lukes, Eden Terrace, Three Kings, Oratia, Onehunga and Royal Oak and parts of Point Chevalier, Waterview, Mount Roskill, Greenlane and Pentrose.	Residential	No	Area specific - Responded to in Evidence for Topic 081

4823-93	Stephen Davis	Central	Central wide	Rezone Great South Road from Green Lane East southwards to approximately Ellerslie from Light Industrial to Mixed Use.	Business	No	Area specific - Responded to in Evidence for Topic 081
4824-5	Mount Saint John Residents Group Incorporated	Central	Auckland wide	Apply the Single House zone in older city fringe suburbs	Residential	Yes	General Submission covered in Topic 080
4855-5	Titirangi Ratepayers and Residents Association	Central	Central wide	Focus intensification in the Western Isthmus area from Mt Eden to Avondale.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
4894-10	Andrew Dopheide	Central	Central wide	Rezone to allow for increased development and housing intensity near high quality public transport routes in Great North Rd	Residential	No	Area specific - Responded to in Evidence for Topic 081
4894-11	Andrew Dopheide	Central	Central wide	Rezone to allow for increased development and housing intensity near high quality public transport routes between Ponsonby and Grey Lynn	Residential	No	Area specific - Responded to in Evidence for Topic 081
4907-5	Julia Jackson	Central	Central wide	Increase intensification of residential and commercial activities on transport nodes in Newton, Morningside, Greenlane and Ellerslie	Business	No	Area specific - Responded to in Evidence for Topic 081
4946-1	Kevin Pearson	West	West wide	Rezone Alice Road and Coatesville-riverhead Highway, Riverhead, from Mixed Use to a residential zone.	Residential	No	Area specific - Responded to in Evidence for Topic 081
4946-2	Kevin Pearson	West	West wide	Amend the Zoning of the Riverhead Town Centre to a structure plan that incorporates the existing land use in Riverhead and the proposed Future Urban areas to the south and west.	Rural	No	Area specific - Responded to in Evidence for Topic 081

4968-3	Shane Cook	Central	Central wide	Intensify the Great North Road ridge line.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5002-19	Liam Winter	Central	Central wide	Rezone areas between New North Road and Great South Road in the central Isthmus from Mixed Housing Suburban to Mixed Housing Urban. <i>Actually submission point 5002-20</i>	Residential	No	Area specific - Responded to in Evidence for Topic 081
5002-8	Liam Winter	Central	Central wide	Upzone Newton, Meadowbank, Greenlane, Morningside, St Lukes, Mt Roskill and the central Isthmus.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5040-7	Norma D Hanley	Central	Central wide	Rezone the Mixed Housing Urban and Mixed Use zones within the area of Balmoral Road, west to Sandringham Rd, North to Kingsland, and East to Mt Eden Rd, and North to New North Road to less intensive zones. Intensify these areas in stages after there is independent verification that the infrastructure can support such growth.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5076-1	Campbell Stanley and Evelyn M Butcher	South	South wide	Minimise intensification in Pakuranga, Howick, Botany and Ormiston/Flat Bush.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5116-1	Jacques Charroy	Central	Central wide	Rezone (e.g. to Terrace Housing and Apartment Buildings) to increase the housing stock close to the city centre ie. in the inner suburbs of Parnell, Mt Eden, Epsom, Mt Albert, Kingsland, Freemans Bay, Ponsonby, Grey Lynn and Arch Hill.	Residential	No	Area specific - Responded to in Evidence for Topic 081

5219-41	Hartwig Clasen	Central	Central wide	Rezone Royal Oak and Onehunga North Single House or Mixed Housing Suburban.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5219-42	Hartwig Clasen	Central	Central wide	Rezone the Greenwoods Corner area from Terrace Housing and Apartment Building to Single House or Mixed Use Suburban.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5219-43	Hartwig Clasen	Central	Central wide	Rezone stretches along Manukau Road near Greenwood Corner from Terrace Housing and Apartment Building to Mixed Housing.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5253-68	Kiwi Income Trust and Kiwi Property Holdings Limited	Central	Central wide	Amend planning map to extend the Metropolitan Centre Zoning over the adjacent rail corridor. [Sylvia Park and New Lynn]	Business	Yes	Area specific - Responded to in Evidence for Topic 081
5268-14	Louise A Graham	North and Islands	North wide	Zone more areas for Terrace Housing and Apartment Buildings along main arterial roads within the former North Shore City.	Residential	Yes	General Submission covered in Topic 080
5268-4	Louise A Graham	Central	Central wide	Rezone more areas for Terrace Housing and Apartment Buildings along main arterial roads within the former Auckland City.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5269-14	Robert J S Graham	North and Islands	North wide	Rezone more areas for Terrace Housing and Apartment Building along main arterial roads within the former the North Shore City area.	Residential	Yes	General Submission covered in Topic 080
5269-4	Robert J S Graham	Central	Central wide	Rezone more areas for Terrace Housing and Apartment Building along main arterial roads within the former Auckland City area.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

5277-154	The Urban Design Forum Zealand	West	West wide	Rezone land on Swanson Road, Henderson as shown in the submission [refer to page 17/104] from Light Industry to Mixed Use.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
5277-179	The Urban Design Forum Zealand	North and Islands	North wide	Rezone land on Sunset Road and Constellation Drive (Surrounding the Constellation Bus Station) as shown in the submission [refer to page 26/104] from General Business, Mixed Housing Urban and Mixed Housing Suburban to Light Industry and Terrace Housing and Apartment Buildings.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5277-218	The Urban Design Forum Zealand	South	South wide	Rezone land around Browns Road, Roscommon Road, Weymouth Road, Manurewa as shown in the submission [refer to page 40/104] from Single House to Mixed Housing Suburban [to remove Single House spot Zoning].	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5277-220	The Urban Design Forum Zealand	South	Auckland wide	Amend Zoning to ensure a consistent approach to address stormwater/flooding issues [referring to spot down zoning where flood risks are present]	Residential	Yes	General Submission covered in Topic 080
5277-366	The Urban Design Forum Zealand	Central	Central wide	Rezone land around Great North Road, Arch Hill as shown in the submission [refer to page 97/104] from Single House to Mixed Housing Urban and Terrace Housing and Apartment Buildings.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5277-382	The Urban Design Forum Zealand	West	West wide	Rezone land on Bollard Avenue, Batkin Road and Methuen Road, Avondale as shown in the submission [refer to page 100/104] from Single House to Mixed Housing Urban and Terrace Housing and Apartment Buildings.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

5280-250	The New Zealand Institute of Architects	South	South wide	Rezone various sites within the Otara-Papatoetoe Local Board area, as shown in the submission [refer to page 52/104] from Mixed Housing Suburban to Mixed Housing Urban.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5280-256	The New Zealand Institute of Architects	South	South wide	Rezone land on Prochester Road and Great South Road, Papakura as shown in the submission [refer to page 55/104] from Mixed Housing Suburban and Mixed Housing Urban to Mixed Housing Urban.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5280-332	The New Zealand Institute of Architects	Central	Central wide	Rezone land within the Tamaki Precinct, Glen Innes as shown in the submission [refer to page 82/104] from Mixed Housing Suburban to Mixed Housing Urban or Terrace Housing and Apartment Buildings.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5280-333	The New Zealand Institute of Architects	Central	Central wide	Rezone land within the Tamaki Precinct, Glen Innes as shown in the submission [refer to page 82/104] from Mixed Housing Suburban to Mixed Housing Urban or Terrace Housing and Apartment Buildings to reflect the intended building height controls.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5280-336	The New Zealand Institute of Architects	Central	Central wide	Rezone land on Line Road, Maybury Street and Point England Road, Glen Innes as shown in the submission [refer to page 83/104] from Mixed Housing Suburban to Terrace Housing and Apartment Buildings.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5280-369	The New Zealand Institute of Architects	Central	Central wide	Rezone land on Seccombes Road, Newmarket as shown in the submission [refer to page 97/104] from Single House to Mixed Housing Urban and Terrace Housing and Apartment Buildings.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

5294-349	Auckland International Airport Limited	South	South wide	Rezone land in the Puhinui Road and Cavendish Drive area, Manukau, and the Burrell Avenue area, Papatoetoe, shown on the plan attached to the submission as Map 4 from 'Single House' to 'Light Industrial'. Refer to details in submission at page 166/218.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
5347-31	Remuera Heritage	Central	Auckland wide	Rezone to delete libraries which are currently in business zones such as Remuera Library to Community zone	Business	Yes	General Submission covered in Topic 080
5396-1	West Harbour Esplanade Residents Group	West	West wide	Rezone properties adjacent to the Waitemata West Harbour Esplanade Reserves and associated developed harbour-side public walkways from Mixed Housing Suburban to Single House [Refer to Map, page 3/4 of submission].	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5427-39	PF Olsen Limited	Auckland-wide	Auckland wide	Rezone existing forestry within the Rural Conservation zone to Rural Production.			General Submission covered in Topic 080
5478-37	Generation Zero	Central	Auckland wide	Retain up-Zoning in areas around New Lynn, Avondale, Glen Innes, Panmure and Papatoetoe.	Rural	No	Area specific - Responded to in Evidence for Topic 081
5478-51	Generation Zero	Central	Central wide	Rezone the area along Great South Rd between Greenlane and Ellerslie from Light Industrial to Mixed Use.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
5518-2	Henry E H Perkins	South	South wide	Rezone area east of Chapel Road, both sides of Union Road (Howick), a small portion of Gills Road and west and east of Gossamer Drive (Pakuranga) from Mixed Housing Suburban to Single House [revert to Zoning under Draft Unitary Plan].	Residential	No	Area specific - Responded to in Evidence for Topic 081

5535-12	Frank Grgec	Central	Central wide	Rezone the area between Sandringham Road to the West and Mount Eden Road to the East, New North Road, Kingsland to the North and Balmoral Road, Balmoral to the South from Mixed Housing Urban and Mixed Use to a zone that will maintain the current intensity of development.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5535-2	Frank Grgec	Central	Central wide	Retain the Single House zone for all areas where the Special Character Overlay is applies in the immediate vicinity of Eden Park, Kingsland.	Residential	No	General Submission covered in Topic 080
5569-8	Emma Quantrill	Central	Central wide	Rezone the land along Remuera Road between the Remuera Town Centre and the Newmarket Metropolitan Centre from Single House to Terrace Housing and Apartment Building or Mixed Housing Urban.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5601-3	Wayne R Ryburn	Central	Auckland wide	Rezone brownfield sites in the suburbs of Mt Roskill, Sandringham, Panmure, East Tamaki, Otara and Mangere to Terrace Housing and Apartment Buildings to provide for more inner city apartments around Newmarket and the CBD.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5686-2	Rita Steel	Central	Auckland wide	Retain Zoning for intensification in inner suburbs.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5703-14	Glen Frost	South	Auckland wide	Rezone Mixed Housing Urban properties that immediately adjoin a Single House zone to Mixed Housing Suburban, particularly in Hill Park, Manurewa.	Residential	Yes	General Submission covered in Topic 080

5716-3181	Auckland Council	South	South wide	Rezone sites within the Franklin area from Rural Coastal to either Rural Production or Mixed Rural to reflect the Coastal zone boundary in the Auckland Council District Plan Operative Franklin Section 2000. Retain the Mixed Use zone at Massey Road, Mangere and on the eastern side of Massey Road to Hain Ave, Mangere [Refer to Mangere-Otahuhu Local Board Views, Volume 26, page 13/103].	Rural	Yes	Area specific - Responded to in Evidence for Topic 081
5716-3429	Auckland Council	South	South wide		Business	Yes	Area specific - Responded to in Evidence for Topic 081
5716-3526	Auckland Council	South	South wide	Rezone land zoned as Rural Coastal in the Franklin Area to be aligned with the Coastal zone in the operative Franklin Plan [Refer to Franklin Local Board Views, Volume 26, page 35/103].	Rural	Yes	Area specific - Responded to in Evidence for Topic 081
5716-3527	Auckland Council	South	South wide	Rezone areas of Franklin that were zoned as Rural in the Franklin District Plan and are now zoned Rural Coastal to either Mixed Rural or Rural Production [Refer to Franklin Local Board Views, Volume 26, page 36/103].	Rural	Yes	Area specific - Responded to in Evidence for Topic 081
5716-3590	Auckland Council	Central	Central wide	Retain the Single House zone as applied in Ellerslie [Refer to Orakei Local Board Views, Volume 26, page 52/103]. Rezone areas that directly abut the Terrace Housing and Apartment Buildings zone to either Mixed Housing Urban or Mixed Housing Suburban, particularly along the Remuera ridge line: Ascot Ave, Wairua Rd, Norana Ave and Armadale Rd; and in Mission Bay and Ellerslie [Refer to Orakei Local Board Views, Volume 26, pages 52 and 53/103].	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5716-3595	Auckland Council	Central	Auckland wide		Residential	Yes	Area specific - Responded to in Evidence for Topic 081

5729-6	Beryl J Lane	South	South wide	Rezone Pakuranga, Sunnyhills, Buckland Beach, Farm Cove and Half Moon Bay from Mixed Housing to Single House.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5791-63	Carter Holt Harvey Limited	South	Auckland wide	Rezone the area located in the vicinity of Bell Avenue through to Salesyard Road, as per map on page 32/32 of submission, from Light Industry to Heavy Industry.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
5852-1	Rodney (Roddy) Thompson	Central	Central wide	Retain Single House Zoning for some parts of the Auckland isthmus including McCullough Avenue, Fyvie Avenue, Smallfield Avenue, Scott Ave, Simmonds Ave, Mt Roskill as identified on plan included with submission pg 1/7. Only allow future upgrade after sufficient infrastructure, including stormwater and sewerage, is in place	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5857-1	Lisa Rimmer	Central	Central wide	Retain Single House Zoning for some parts of the Auckland Isthmus including McCullough Avenue, Fyvie Avenue, Smallfield Avenue, Scott Ave, Simmonds Ave, Mt Roskill as identified on plan included with submission pg 1/7. Only allow future upgrade after sufficient infrastructure, including stormwater and sewerage, is in place	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5860-1	Catherine McArdle	Central	Central wide	Retain Single House Zoning for some parts of the Auckland isthmus including McCullough Avenue, Fyvie Avenue, Smallfield Avenue, Scott Ave, Simmonds Ave, Mt Roskill as identified on plan included with submission pg 1/7. Only allow future upgrade after sufficient infrastructure, including stormwater and sewerage, is in place	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

5863-1	Seetha Kamineni	Central	Central wide	Retain Single House Zoning for some parts of the Auckland isthmus including McCullough Avenue, Fyvie Avenue, Smallfield Avenue, Scott Ave, Simmonds Ave, Mt Roskill as identified on plan included with submission pg 1/7. Only allow future upgrade after sufficient infrastructure, including stormwater and sewerage, is in place	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5884-24	Victoria J Park	Central	Central wide	Amend the application of Mixed Housing Suburban or Mixed Use zones within Balmoral Rd, west to Sandringham, North Kingsland, and East to Mt Eden Rd, and North to New North Road, Mt Eden and stage intensification after adequacy of infrastructure and demand is determined.	Residential	No	Area specific - Responded to in Evidence for Topic 081
5912-12	Mark and Karen Donnelly	Central	Central wide	Rezone area Sandringham Rd, Sandringham from Rossmay Terrace south (both sides) to Gribblehurst Rd from Mixed Housing Urban to Mixed Housing Suburban	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5912-16	Mark and Karen Donnelly	Central	Central wide	Rezone proposed Mixed Housing Urban and Mixed Use within the areas Balmoral Rd, west to Sandringham, North to Kingsland, east to Mt Eden Road, Mt Eden, and north to New North Road, instead applying a staged mechanism	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5923-10	Jann Hurley	South	South wide	Delete provisions that allow for urban sprawl along State highway 22 from Pukekohe toward Drury.	Rural	Yes	Area specific - Responded to in Evidence for Topic 081
5923-15	Jann Hurley	Central	Central wide	Rezone areas within walking distance of the Auckland CBD (e.g. Ponsonby, Grey Lynn, Kingsland) to Mixed Housing Suburban.	Residential	Yes	General Submission covered in Topic 080

5929-1	Eden Neighbours' Association Incorporated	Central	Central wide	Retain Single House zone between Balmoral Rd, Sandringham Rd, Mt Eden Road, Mt Eden and New North Rd/Mt Eden Rd north, Mt Eden.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5929-12	Eden Park Neighbours' Association Incorporated	Central	Central wide	Rezone area Sandringham Rd, Sandringham from Rossmay Terrace south (both sides) to Gribblehirst Rd from Mixed Housing Urban to Mixed Housing Suburban	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5974-11	Matthew Searle	Central	Central wide	Rezone areas already zoned Mixed Housing Suburban within the area bounded by New North Road in the west, the city fringe in the north, SH20 in the south and Great South Road in the east to Mixed Housing Urban	Residential	No	Area specific - Responded to in Evidence for Topic 081
5989-10	Kelvin Hill	Central	Central wide	Reduce housing density to a minimum in those parts of the Western Springs / Morningside area affected by land stability.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
5989-6	Kelvin Hill	Central	Central wide	Rezone the shops along New North Road, Kingsland, and the corner of Western Springs Road, Kingsland, from Local Centre to Neighbourhood Centre zone.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
5993-6	Harsha Ravichandran	Central	Central wide	Rezone the central isthmus to Mixed Housing Urban or to Terrace Housing and Apartment Building zone	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6022-17	Kiwi Vision Consultants Limited	North and Islands	AUCKLAND WIDE	Retain the location of the Terrace Housing and Apartment Building zone along arterial roads (e.g. East Coast Road).	Residential	Yes	General Submission covered in Topic 080
6037-1	Connie F L and John W Kum	Central	Central wide	No specific decision sought, opposes Terrace Housing and Apartment Building zone in Epsom and Royal Oak. Concerns over Historic Heritage, Special Character and traffic congestion.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

6070-11	Tim Robinson	West	West wide	Retain Zoning across the Waitakere Local Board area. Rezone all land in the Mixed Housing Suburban zone to Mixed Housing Urban (MHU) zone and apply the new MHU zone to all residential sites with access off all main arterial and connecting road such as New North Road, Sandringham Road, Dominion Road, Mt Eden Road, Manukau Road, Great South Road, Pt Chevalier Road, Great North Road etc; and reduce the extent of the Single House zone accordingly. Refer to Figure 1 showing arterials and collectors where the MHU should be applied on page 26/92 of the submission. <i>Rezone all areas zoned Mixed Housing Suburban to Mixed Housing Urban</i>	Residential	No	General Submission covered in Topic 080
6099-4	Ockham Holdings Limited	Central	Central wide	Extend the Terrace Housing and Apartment Buildings (THAB) zone to cover all residential sites located with five minutes walking distance of all main arterials and connecting roads such as New North Road, Sandringham Road, Dominion Road, Mt Eden Road, Manukau Road, Great South Road, Pt Chevalier Road, Great North Road etc; and reduce the extent of the Mixed Housing Suburban and Single House zones accordingly. Refer to Figure 1 showing example of where the THAB zone should be applied on page 26/92 of the submission.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6099-6	Ockham Holdings Limited	Central	Central wide		Residential	Yes	Area specific - Responded to in Evidence for Topic 081

6130-18	Catherine Hill	Central	Central wide	Rezone areas that are zoned Terrace Housing and Apartment Buildings in Western Springs/Morningside to Mixed Housing Suburban.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6130-23	Catherine Hill	Central	Central wide	Recognise that housing density should be kept to a minimum in areas affected by land stability and flooding issues (in Western Springs/Morningside).	Residential	Yes	General Submission covered in Topic 080
6130-8	Catherine Hill	Central	Central wide	Retain the Single House Zoning in Western Springs/Morningside.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6183-2	Stephen Havill	North and Islands	North wide	Rezone areas such as Barrys Point Road, Wairau Valley and North Harbour to reflect their mixed use and general business direction [as opposed to being zoned Light Industrial].	Business	Yes	Area specific - Responded to in Evidence for Topic 081
6192-1	Sonya J Forbes	North and Islands	North wide	Retain the zoning proposed from Takapuna to Devonport.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6198-12	James Hughes	Central	Central wide	Up-zone areas near railway stations and high frequency bus routes, particularly Newton, Morningside, Greenlane and Ellerslie	Residential	Yes	General Submission covered in Topic 080
6210-15	TransportBlog	Central	Central wide	Rezone areas zoned Mixed Housing Suburban in the area bounded by New North Road (west), the city fringe (north), State Highway 20 (south) and Great South Road (east), to Mixed Housing Urban.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6214-27	Suzanne V and Alan Norcott	South	South wide	Rezone Otara, Hunters Plaza, Takanini, Papatoetoe and other areas close to motorways, hospitals, MIT and Manukau University Campus to increase the amount of intensive housing and apartments	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

6214-3	Suzanne V and Alan Norcott	South	South wide	Retain Single House Zoning in Northpark, Meadowlands, Somerville, Golflands, Dannemora, Whitford Rd from Chapel Road to Somerville Rd and all of Somerville Rd, Somerville	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6214-4	Suzanne V and Alan Norcott	South	South wide	Rezone Bucklands Beach, Half Moon Bay, Farm Cove and Sunny Hills to Single House with a minimum site size of 500m ² generally and 400m ² for townhouses	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6214-6	Suzanne V and Alan Norcott	South	South wide	Rezone the eastern side of Pakuranga Rd around Williams Ave, Pakuranga from Terrace Housing and Apartment Buildings to [Mixed Housing Urban]. Rezone the large Terrace Housing and Apartment Building Zoning on the [western side] of Pakuranga Rd to Terrace Housing and Apartment Buildings and [Mixed Housing Urban]	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6221-15	Christine MacKenzie	Central	Central wide	Rezone the area of Balmoral Rd, west to Sandringham Rd, north to Kingsland, east to Mt Eden Rd, and north to New North Rd from Mixed Housing Urban and Mixed Use [submission does not specify alternative zone].	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6229-5	John E Abbott	Central	Central wide	Rezone the area in Mt Wellington bounded by Sylvia Park Road, Penrose Road, the railway line and Hamlins Hill from Light Industry to Heavy Industry.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
6239-2	Brett Mihaljevich	Central	Central wide	Rezone the land north of Great South Road from Terrace Housing and Apartment Buildings and Mixed Housing Urban to Mixed Housing Residential.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

6296-6	Mark Robinson	North and Islands	AUCKLAND WIDE	Rezone the area bounded by the North Western motorway, South Western motorway and Great South Road (particularly areas close to train lines and arterial roads), from Mixed Housing Suburban to Mixed Housing Urban.	Residential	No	Area specific - Responded to in Evidence for Topic 081
6352-3	Rhys Williams	Central	Central wide	Rezone properties along the Balmoral, New North, Sandringham, Dominion, Mt Eden and Mt Albert Road corridors to provide for more intensification.	Residential	No	Area specific - Responded to in Evidence for Topic 081
6352-5	Rhys Williams	Central	Central wide	Amend Zonings so that designated intensification areas are closer aligned to land values, with particular reference to central areas.	Residential	No	General Submission covered in Topic 080
6364-2	Sarah Gambitsis	Central	Central wide	Reduce the extent of the areas zoned Terrace Housing and Apartment Buildings around Royal Oak and Onehunga to half of the proposed area.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6379-13	Tom Ang	Central	Central wide	Rezone the area along the Great North Road ridge from Mixed Housing to Terrace Housing and Apartment Buildings where the parcel abuts land zoned Single House.	Residential	No	Area specific - Responded to in Evidence for Topic 081
6410-19	John E Sexton	South	South wide	Rezone sites affected by decision of [Franklin] Plan Change 14 so that extent of Rural Coastal zone is the same as decided in Plan Change 14.	Rural	No	Area specific - Responded to in Evidence for Topic 081
6417-2	Judith Frost	South	South wide	Rezone properties between 108 and 152 Great South Road, and between 12 and 16 Kelvyn Grove, and between 6 and 10 Hill Road, Manurewa from Mixed Housing Urban and Terrace Housing and Apartment Buildings to Mixed Use Suburban. [Infer submitter may be referring to Mixed Housing Suburban]	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

6419-25	Abhishek Reddy	Central	Central wide	Rezone to provide for 'much greater intensification' around Morningside, Ellerslie, Greenlane, Meadowbank and Orakei rail stations.	Residential	No	Area specific - Responded to in Evidence for Topic 081
6419-32	Abhishek Reddy	Central	Central wide	Rezone [parts of the] area between Grey Lynn and Grafton to remove the 'excessive Single House Zoning' [refer to page 6/6].	Residential	No	Area specific - Responded to in Evidence for Topic 081
6431-3	Kirk A Serpes	Central	Auckland wide	Rezone Light Industrial Land in Morningside, Takapuna, Greenlane to Ellerslie to Mixed Use.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
6444-102	Civic Trust Auckland	Central	Central wide	Retain Mixed Housing Urban, Mixed Housing suburban and Single House Zoning in Mount Eden, Three Kings and Balmoral as shown on the Urban Grid 32 map.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
6449-5	Madill and Smeed Limited / Halls Transport	South	South wide	Rezone as a Light Industry zone the portion of the railway reserve currently used in conjunction with the Submitters' freight depot at 1 Spartan Road and 15 Spartan Road, Takanini. Refer to submission - Figure 3, pg 4/13.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
6454-1	Angela da Silva	Central	Central wide	Allow high rise, high density housing in central Auckland areas i.e. Ponsonby, Newmarket, Kingsland, and Herne Bay as well as other centres.	Residential	No	General Submission covered in Topic 080
6469-4	Yudhvir Singh	Central	Auckland wide	Rezone the Light Industrial land in Morningside, Takapuna, Greenlane to Ellerslie to Mixed Use.	Business	No	Area specific - Responded to in Evidence for Topic 081

6476-4	Joe Singh	Central	Central wide	Rezone Light Industrial land in Morningside, and Greenlane to Eilerslie as Mixed Use. The Mixed Use zone should be 8 storeys as a general height with overlays to lower and raise this where appropriate.	Business	No	Area specific - Responded to in Evidence for Topic 081
6497-3	Luke Christensen	Central	Auckland wide	Rezone Light Industrial land in Morningside, Takapuna and Greenlane to Eilerslie to Mixed Use.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
6523-66	Federated Farmers of New Zealand	South	South wide	Amend the Rural Coastal zone in the former Franklin District to reflect the zone boundaries agreed as part of the Franklin Plan Change 14 process.	Rural	Yes	Area specific - Responded to in Evidence for Topic 081
6773-3	Sudhvir Singh	Central	Auckland wide	Rezone Morningside, Takapuna, Green and Eilerslie from Light Industry to Mixed Use, with overlays to adjust this where appropriate.	Business	No	Area specific - Responded to in Evidence for Topic 081
6826-2	Mark O'Kane and Family	South	Auckland wide	Review the proposed Zonings patterns surrounding existing centres, such as Papakura and particularly 520-536 Papakura-Clevedon Road, to enable a greater proportion of Auckland's required growth to occur in closer proximity to existing centres and areas with existing infrastructure.	Residential	Yes	General Submission covered in Topic 080
6849-2	Carla Sheldon	Central	Central wide	Provide for intensification in Westmere, Grey Lynn and Ponsonby rather than Point Chevalier.	Residential	No	Area specific - Responded to in Evidence for Topic 081
6927-12	Greg Nikoloff	Central	Central wide	Rezone the areas zoned Mixed Housing Suburban within the area bounded by New North Road in the west, the city fringe in the north, SH20 in the south and Great South Road in the east from Mixed Housing Suburban to Mixed Housing Urban	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

6942-13	Tet V Lee	Central	Central wide	Rezone the area bounded by Great South Road, City fringe, New North Road and SH20 from Mixed Housing Suburban to Mixed Housing Urban	Residential	No	Area specific - Responded to in Evidence for Topic 081
7051-13	Ora Taiao: New Zealand Climate Health Council	Central	Central wide	Rezone the area bounded by New North Road, the city fringe, SH20 and Great South Road, from Mixed Housing Suburban to Mixed Housing Urban.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
7098-3	David Madsen	South	Auckland wide	Rezone housing within 500m of train stations, particularly in relation to Pukekohe to Terrace Housing and Apartment Buildings. Refer to map attached to submission for reZoning around Pukekohe train station.	Residential	No	General Submission covered in Topic 080
7123-2	Lennart Nout	Central	Central wide	Rezone for more Terrace Housing and Apartment Buildings zone on the Isthmus.	Residential	No	General Submission covered in Topic 080
7143-2	Scott Gamble	Central	Auckland wide	Rezone transport nodes, corridors, Morningside, New Lynn, Newton to Mixed Housing Urban	Business	No	Area specific - Responded to in Evidence for Topic 081
7291-16	John Colebrook	Central	Central wide	Reject the increased intensification provisions in the Mixed Housing Urban and Mixed Use zones within Balmoral Rd, west to Sandringham Rd, north to Kingsland, east to Mt Eden Rd, and north to New North Rd. Amend by applying a staging mechanism based on an independent verification of infrastructure capability and a proven shortage of land that is ready to be developed.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
7357-6	Ho Yin Anthony Leung	Central	Central wide	Rezone the Central Isthmus to Mixed Housing or Terrace Housing and Apartment Buildings.	Residential	Yes	General Submission covered in Topic 080

7403-5	Denise A Tonkin	Central	Central wide	Rezone the Maungakiekie - Tamaki area so that there is less mixed and high density housing	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
7404-5	Allen R Tonkin	Central	Central wide	Rezone the Maungakiekie- Tamaki area so that there is less mixed and high density housing.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
7407-12	Wendy Hughes	Central	Central wide	Rezone from the Mixed Housing Urban and Mixed Use zones to a less intensive Zoning within the area of Balmoral Road, West to Sandringham Road, North to Kingsland, East to Mt Eden Road, and North to New North Road.	Residential	No	Area specific - Responded to in Evidence for Topic 081
7610-1	Doug and Christine Fenwick	South	South wide	Rezone all parts of Pakuranga, Pakaranga Sunnyhills, Buckland Beach Farm Cove and Half Moon Bay, from mixed housing [height in relation to boundary], to a less intensive Zoning such as Single House.	Residential	No	Area specific - Responded to in Evidence for Topic 081
807-1	Margaret Allen	West	West wide	Avoid infill housing on congested roads in New Lynn, Avondale and Glen Eden.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
8465-12	Niko Kloeten	South	South wide	Rezone more land in Franklin to allow more industrial development, particularly in Pukekohe.	Business	Yes	Area specific - Responded to in Evidence for Topic 081
8483-20	Maureen Forrester	South	South wide	Rezone to reduce amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	Yes	Area specific - Responded to in Evidence for Topic 081

852-125	ACI Operations New Zealand Limited (O-I New Zealand)	Central	Central wide	Rezone the sites adjacent to 752 Great South Road, Penrose, from Light Industry to Heavy Industry. [p 6/29 vol 5]	Business	Yes	Area specific - Responded to in Evidence for Topic 081
8576-18	Doreen A Phipps	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8577-2	Frances Murphy	South	Auckland wide	Reject intensification, particularly Mixed Housing zone at Pakuranga, Sunnyside, Bucklands Beach, Farm Cove and Half Moon Bay	Residential	No	Area specific - Responded to in Evidence for Topic 081
8594-2	David J Stewart	South	Auckland wide	Reject intensification, particularly Mixed Housing zone at Pakuranga, Sunnyside, Bucklands Beach, Farm Cove and Half Moon Bay	Residential	No	Area specific - Responded to in Evidence for Topic 081
8600-2	Sharon L Stewart	South	Auckland wide	Reject intensification, particularly Mixed Housing zone at Pakuranga, Sunnyside, Bucklands Beach, Farm Cove and Half Moon Bay	Residential	No	Area specific - Responded to in Evidence for Topic 081
8604-2	Thomas C J Stewart	South	Auckland wide	Reject intensification, particularly Mixed Housing zone at Pakuranga, Sunnyside, Bucklands Beach, Farm Cove and Half Moon Bay	Residential	No	Area specific - Responded to in Evidence for Topic 081
8608-2	Wayne Charlton	South	Auckland wide	Reject intensification, particularly Mixed Housing zone at Pakuranga, Sunnyside, Bucklands Beach, Farm Cove and Half Moon Bay	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
8610-14	Sheree N Howard	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081

8612-13	Colin Howard	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081
8616-16	Leonard Deverson T	South	South wide	Rezone to reduce the amount of Mixed Housing Urban and Mixed Housing Suburban in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8619-20	Ross Forrester	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081
8620-20	Janice and Tony Rampling	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081
8621-12	Yvonne McLeod	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8626-18	June Barton	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board	Residential	No	Area specific - Responded to in Evidence for Topic 081
8629-18	Kelvin Barton	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081

8631-19	Grazia Casey	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8635-19	Susan Devereux	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8638-18	Margaret McMyh	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8655-22	Brian M King	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8660-8	Neville W Rider	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8664-14	Charles and Jane Hurst	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081
8666-20	Peter Moffat	South	South wide	Rezone to reduce the amount of Mixed Housing Urban, Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zoning in Howick Local Board area	Residential	No	Area specific - Responded to in Evidence for Topic 081

8676-2	Christine Morris-Eyton	South	Auckland wide	Reject intensification, particularly Mixed Housing zone at Pakuranga, Sunnyhills, Bucklands Beach, Farm Cove and Half Moon Bay	Residential	No	Area specific - Responded to in Evidence for Topic 081
8857-14	Georgianne Griffiths	Central	Central wide	Rezone areas zoned Mixed Housing Suburban bounded by New North Rd in the west, city fringe in the north, State Highway 20 in the south, and Great South Rd in the east, to Mixed Housing Urban	Residential	No	Area specific - Responded to in Evidence for Topic 081
8943-11	Birkenhead Residents Association Incorporated	North and Islands	North wide	Provide for residential intensification at Wairau Valley and Smales Farm.	Residential	No	Area specific - Responded to in Evidence for Topic 081
8971-12	Pukekohe Business Association	Auckland-wide	Auckland wide	Rezone Special Purpose and Residential land to 'commercial' so that [Business Improvement District] programmes are not detrimentally affected.	Business	No	General Submission covered in Topic 080
9092-5	Chris Davidson	Central	Central wide	Expand the area of Mixed Housing Urban, particularly near the city centre.	Residential	No	General Submission covered in Topic 080
9128-2	Robert P Blows	South	South wide	Rezone residential areas in Ramarama to a zone where lot sizes down to 2000m ² are permitted.	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
9374-1	Vishal Chandra	Central	Central wide	Rezone properties in Town Centres and transport corridors to a zone which allows for high density [infer - Panmure Town Centre, particularly Bridge Street, Panmure].	Residential	Yes	Area specific - Responded to in Evidence for Topic 081
939-1	Harold Waite	Central	Central wide	Reduce extent of Mixed Housing zone in Puketapapa, Albert, and Eden Board areas	Residential	No	Area specific - Responded to in Evidence for Topic 081

ATTACHMENT F

Rezoning and Precincts – Auckland Council Response to Directions Set Out in Procedural Minute No. 6 and IHP Conference Outcomes Report Dated 24 March 2015

Attachment 4: Identification of Themes (Only Applies To Rezoning Submissions)

Below is a table which outlines the theme and a description:

Theme	Theme description
Rural Urban Boundary (RUB) and rezoning	Submissions that will impact on the RUB or are spatially located adjacent to the proposed RUB line.
Future Urban Zone (FUZ) and rezoning	Submissions on FUZ.
Rural and coastal towns and villages (serviced)	Rezoning submissions that relate to a rural or coastal town/village. This theme can incorporate multiple zones.
Rural – Countryside Living (CL)	Rezoning submissions that seek change from Rural to Countryside Living. This should include points seeking to change from CL to Large Lot where they have not been included in the RUB theme.
Rural and Coastal Settlement zone	Rezoning submissions that relate to any sites/areas zoned as, or proposed to be zoned as Rural and Coastal Settlement. <i>Note: Only be identified for Unserviced villages.</i>
Rural – Other	Submissions that seek to change a rural zone other than Countryside Living.
Large Lot	Rezoning submissions that seek a change to a Large Lot zone (from any zone).
Rural to Urban (not in or close to the RUB)	Submissions on rural sites outside/away from the RUB seeking an urban zone.
Centres Hierarchy	Submissions that seek to change the centres hierarchy.
Centres/Terrace Housing Apartment Buildings (THAB)/Mixed Use Expansion/ Contraction	Submissions that seek to either expand or contract an existing centre, THAB or mixed use zone.
Heavy Industry Zone (HIZ) and Light Industry Zone (LIZ)	Submissions that seek to change from Heavy Industry zone to Light Industry zone or vice versa.
Business to other Business Zone (excludes mixed use and centres zones)	Submissions that seek to change from one business zone to another business zone. <i>Note: this does not include centres and mixed use zones.</i>
Any residential properties subject to a key overlay	Submissions on land subject to a key overlay that has an impact on the underlying zone such as: <ul style="list-style-type: none"> - Volcanic Viewshafts Height Sensitive Areas - Electricity Transmission Corridor - Special Character - Flooding.
Mixed Housing Urban/Mixed Housing Suburban/Single House Expansion/Contraction	Submissions that seek to either expand or contract Mixed Housing Urban, Mixed Housing Suburban, Single House zones.
THAB Isolated or new areas	Rezoning submissions that seek to either expand or contract an area zoned THAB which is not located around a centre or adjacent to new areas of THAB.
Spot zoning	Submissions which are seeking a change to a zone that:

Theme	Theme description
	<ul style="list-style-type: none"> - Is spatially isolated and not contiguous with the surrounding zone; and/or - Seeks to change an existing land use on the site which is inconsistent with the proposed zoning.
Errors	Submission which are clearly seeking to correct an error in the Proposed Auckland Unitary Plan.
WRHA	Rezoning submissions relating to land within the Waitakere Ranges Heritage Area (WRHA).
Combined rezoning and precinct submissions	Any submission requests for a rezoning that also fall under a precinct with precinct submissions.
Residential to other use	Submissions seeking to change to residential zone to another zone (not already specified above).
Special Purpose	Submissions on Special Purpose zones – these should be dealt on the individual special purpose zone base.
Public Open Space	Submissions on Public Open Space zones – these should be dealt with together.
Coastal	Submissions on Coastal zones – these should be dealt with together.

ATTACHMENT 13

WHENUAPAI AIRBASE ENGINE TESTING NOISE PEER REVIEW AND ADVICE FROM ACOUSAFE



**PROPOSED WHENUAPAI 3 PRECINCT
WHENUAPAI AIRBASE ENGINE TESTING NOISE
PEER REVIEW & ADVICE ON SUBMISSIONS
13 March 2018**

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1. INTRODUCTION

- 1.1 My name is Nigel Robert Lloyd. I am an acoustical consultant with Acousafe Consulting & Engineering Limited, a position I have held since 1985. Details of my qualifications and experience are in **Attachment A**.
- 1.2 In May 2017 I was approached by Council regarding Proposed Whenuapai 3 Precinct to advise on and peer review New Zealand Defence Force (**NZDF**) reports on any potential noise impacts from engine testing that takes place at Whenuapai Airbase.
- 1.3 I visited the area to the south of the Whenuapai Airbase (The Airbase) on the morning of 9 March 2018. I did not notice any engine testing noise during my visit.
- 1.4 I have previously advised the Council (**Council**) on Topic 045 for the Auckland Unitary Plan Independent Hearings Panel hearing. Topic 045 dealt with the noise issues for each of the airports in the District. At that time, I analysed submissions relating to Topic 045 and advised the Council during expert noise conferencing (and was a party to the Joint Witness Statement) and advised at two of the mediations.
- 1.5 I also advised Council on Topic 081c Rezoning and Precincts (Geographic), particularly the review of a submission (submission 838-71) from the New Zealand Defence Force (**NZDF**) which sought to introduce reverse sensitivity controls in the Whenuapai Precinct.

2. CODE OF CONDUCT

- 2.1 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

3. SCOPE

- 3.1 Acousafe had a meeting with the Whenuapai project team late in 2016 regarding the ongoing discussions Council was having with NZDF about engine testing noise from the airbase and the implications with regard to the proposed Precinct.
- 3.2 Only the southern part of Whenuapai is included as part of this plan change, with the view to rezone land in the northern portion at a future date. No additional noise control measures have been added to control the Whenuapai Airbase operation or engine testing activities. The Aircraft Noise Overlay provisions already manage operational aircraft noise from the airbase and Council does not have any data or evidence to support additional measures/controls beyond those noise contours. I discuss the status of engine testing activity below.
- 3.3 Council discussed the need for NZDF to engage its own acoustic specialist and the scope of my involvement was to consider the NZDF brief and review any subsequent reports. NZDF subsequently engaged Malcolm Hunt and Associates (**MHA**).

4. NZDF ENGINE TESTING PROPOSAL

- 4.1 My review of the NZDF Testing Proposal Brief is dated 18 June 2017.
- 4.2 In that review I stressed the need for the engine testing noise assessment to be representative of the aircraft that would be tested into the future. I discussed the appropriate Standards and agreed that the 2008 version of NZS 6801 and NZS 6802 was appropriate. I also discussed the need for the assessment to determine the spectral content of the noise and allow exposure to the noise to be ascertained to determine what the noise insulation requirements would be, if any.

5. DRAFT PRELIMINARY REPORT

- 5.1 On 14 July 2017 I commented on a draft preliminary report.
- 5.2 As part of that review I commented on the importance of ensuring that the noise data used in the predictions was relevant to the aircraft that actually

operate at Whenuapai as there was some difference between the aircraft types for which noise data was available and the actual types in operation.

- 5.3 I also discussed the technical data used in the calculations and whether the engine testing locations that were being used could be justified by records of engine testing events.

6. NZDF REPORT

- 6.1 MHA produced a draft report dated 24 August 2017. My peer review of this report was dated 14 September 2017. A summary of the matters contained in my peer review are as follows:

- a) That a sensible design noise limit for habitable rooms is 40 dB L_{dn} ;
- b) that the engine testing noise should be assessed using a 7-day rolling average;
- c) that, otherwise, the 2008 versions of NZS 6801 and NZS 6802 are the appropriate Standards to rely upon;
- d) that the base avoids undertaking night-time testing, where-ever it can, thus removing significant sleep interference issues;
- e) that predictions have been made at a height of 4.2 metres which is designed to cater for receivers located in the upper storey of a two-storey dwelling;
- f) that the engine testing noise level will be slightly less than the predicted level when considered at the ground elevation.

- 6.2 I consider that the 65 dB L_{dn} and the 57 dB L_{dn} contours appropriately define land use management control boundaries. Noise sensitive activities within the 65 dB L_{dn} contour should be prohibited whereas noise sensitive activities between 57 dB L_{dn} and 65 dB L_{dn} would need to comply with the D24.6.1 rule requirements for insulation and ventilation. This area would generally be Residential Single House Zone with the exception being the finger of noise along the Sinton Road ridgeline which would be just over 57 dB L_{dn} at the second storey and less than this at ground level.

7. SUBMISSIONS

- 7.1 In November 2017 Council asked me to comment on the submission points, which I did as follows:

Status of Engine Testing

- 7.2 The intention of the precinct requirements is to protect both new neighbours from engine testing noise carried out at the NZDF airbase and also to protect NZDF from reverse sensitivity issues i.e. complaints, which could restrict critical engine testing activity. NZDF has assumed that what is currently occurring is lawful and I have peer reviewed on that basis.
- 7.3 Parts of the submissions question whether the engine testing should be controlled by the aircraft operation conditions (and whether it is therefore being lawfully carried out). Designation 4310 makes no mention of engine testing noise. In my experience NZS 6805:1992 is only used to manage “*aircraft operations*” and there is no mention of engine testing in NZS 6805:1992.
- 7.4 In the Unitary Plan the definition of Aircraft Operations includes:
- a) the landing and take-off of any aircraft at an airport or airfield;
 - b) the taxiing of aircraft associated with landing and take-off and other surface movements of aircraft for the purpose of taking an aircraft from one part of the airport to another; and
 - c) aircraft flying along any flight path.
- 7.5 Therefore, engine testing is not included in the Aircraft Operation noise controls in the Designation.
- 7.6 However, the lack of any mention of engine testing in the Designation remains an issue because it is not provided for. The engine testing noise clearly exceeds the permitted activity rules of the underlying zoning.

Calibrate the Modelling

- 7.7 Some submitters express concern that the modelling may not be accurate. The modelling does use similar noise sources and extrapolates them to

Whenuapai. As such it would be useful to calibrate the noise modelling by testing the noisier aircraft used (C130 and the B757) which control the contours, to show that the model is accurate. This could be done as a test rather than to wait for an engine testing event.

Acoustic Barriers

- 7.8 NZDF should answer the submission point regarding acoustical screening of engine testing, to determine whether it is practicable to install noise mitigation for the engine testing noise and whether it is appropriate given the need to protect the airbase from reverse sensitivity impacts.

No Complaints Covenants

- 7.9 I do not consider that non-complaint covenants have a place in the District Plan. While these have been used elsewhere in the District Plan I do not consider that no-complaint covenants provide appropriate protection to either the noise maker or to the noise recipient.

That the Contours are Representative

- 7.10 It would be useful if NZDF could provide further information regarding the frequency of engine testing that has been undertaken, and the aircraft, to demonstrate that the contours are representative of the engine testing activity. Because the engine testing is variable in nature, then a shorter averaging period may be more representative of annoyance. Regular activity at an airport allows long term monitoring to take place but there may be a sudden increase of engine testing in a one-week period that may cause annoyance in the shorter term (for instance).

NZDF Submission

- 7.11 NZDF has identified that a different contour was used in the Plan Change than was included in the MHA report. Clearly the correct set of contours needs to be included in the Precinct documents.

8. CONCLUSIONS

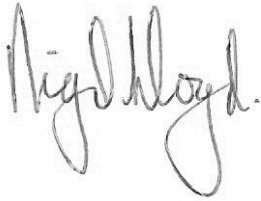
- 8.1 In respect of the Whenuapai 3 Precinct, I have advised Council on the issue of engine testing noise at Whenuapai Airbase since 2016. I consider that the

acoustic consultant advising NZDF has taken a pragmatic approach to engine noise prediction.

- 8.2 I can confirm that I have assisted Council in formulating the zonings and in the writing of the reverse sensitivity controls that are designed to protect new residents in the Precinct from engine testing noise.

Yours faithfully

ACOUSAPE CONSULTING & ENGINEERING LTD

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

Nigel Lloyd
Director of Acoustic Services

Mobile: 0274 480 282

E-mail: nigel@acousafe.co.nz

ATTACHMENT A
QUALIFICATIONS AND EXPERIENCE OF NIGEL ROBERT LLOYD

Career Summary

Prior to my current position, I was employed by the Industrial Acoustics Company in the UK as an acoustical consultant between 1977 and 1980 and then spent five years as the Department of Labour noise control engineer in New Zealand, advising the safety inspectorates on occupational noise management and control. I have a total of over 40 years' experience as a noise control engineer/acoustical consultant.

In 2015 I advised Auckland Council on PAUP Topic 45 for the airports in the District. In 2011 I advised the Ministry of Education during the appeals on the Queenstown District Plan for Queenstown Airport.

In 2004 I advised Corrigan Commercial Ltd on an appeal by Wellington International Airport Ltd against the establishment of an apartment building in the Miramar Suburban Centre (ENV W105/04).

In 1997 I advised the local residents association (RANAG) on the Wellington International Airport District Plan reference and at various times I have advised Manukau City Council on Auckland Airport, Palmerston North City Council and Rotorua District Council on their airport plan provisions respectively.

Qualifications

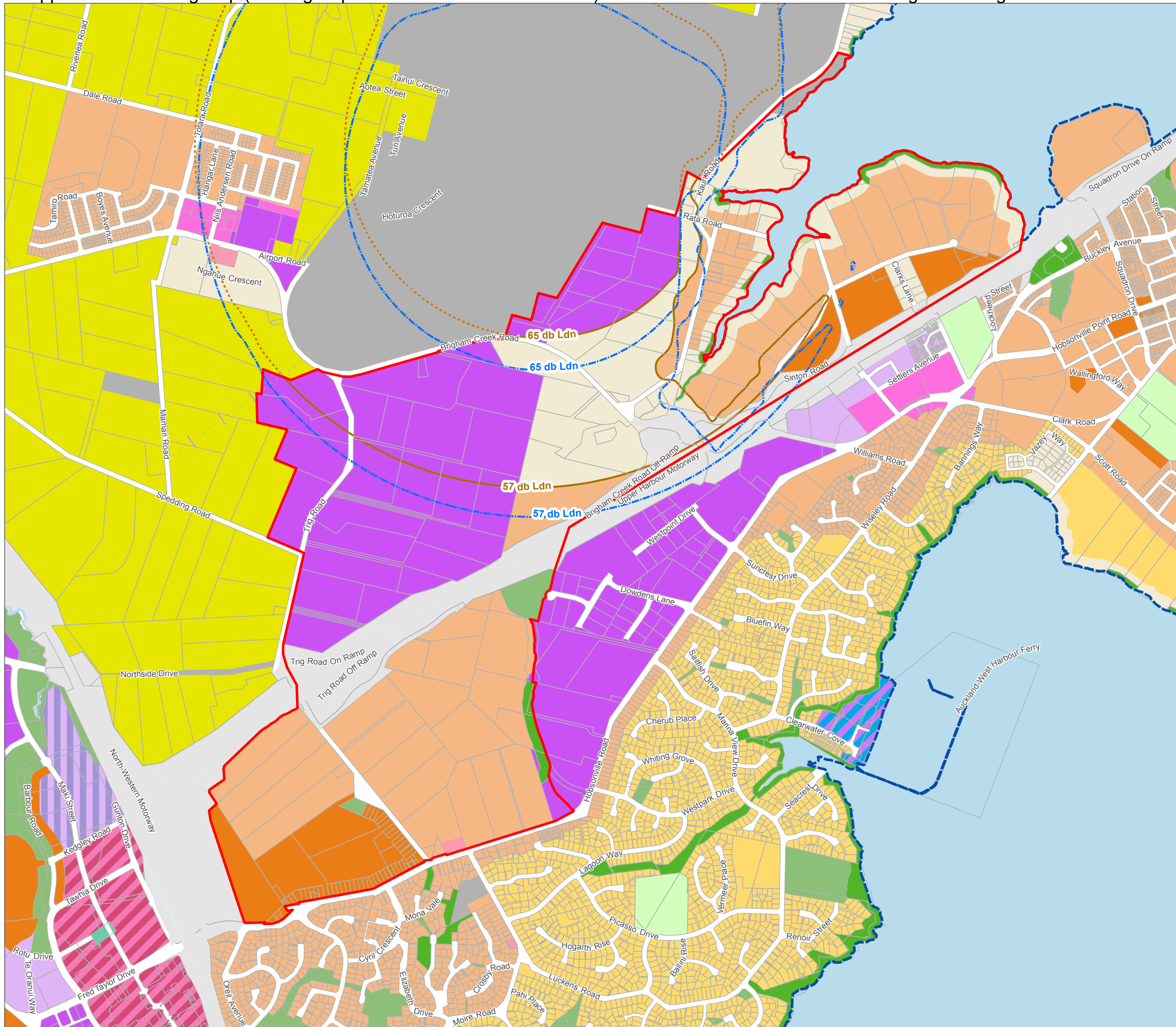
I have a degree in mechanical engineering gained at the University of Wales University College Cardiff in 1976.

Affiliations

I am a Member of the Acoustical Society of New Zealand.

ATTACHMENT 14

ZONING MAP (HEARING REPORT RECOMMENDATIONS VERSION) WITH NOTIFIED AND AMENDED AIRCRAFT ENGINE TESTING NOISE BOUNDARIES



PPC5: Proposed Whenuapai Plan Change
 Date: 12/04/2018

Zoning map with notified and amended aircraft engine testing noise boundaries

- Notified aircraft engine testing noise boundaries
- Amended aircraft engine testing noise boundaries**
 - within the precinct boundary
 - outside precinct boundary
- Land Parcels**
- Whenuapai Zone change boundary**
- Indicative Coastline**
- Unitary Plan Zones**
 - Residential - Large Lot Zone
 - Residential - Rural and Coastal Settlement Zone
 - Residential - Single House Zone
 - Residential - Mixed Housing Suburban Zone
 - Residential - Mixed Housing Urban Zone
 - Residential - Terrace Housing and Apartment Buildings
 - Open Space - Conservation Zone
 - Open Space - Informal Recreation Zone
 - Open Space - Sport and Active Recreation Zone
 - Open Space - Civic Spaces Zone
 - Open Space - Community Zone
 - 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 - Heavy Industry Zone
 - Business - Light Industry Zone
 - Future Urban Zone
 - Green Infrastructure Corridor (Operative in some SHAs)
 - Rural - Rural Production Zone
 - Rural - Mixed Rural Zone
 - Rural - Rural Coastal Zone
 - Rural - Rural Conservation Zone
 - Rural - Countryside Living Zone
 - Rural - Waitakere Foothills Zone
 - Rural - Waitakere Ranges Zone
 - Strategic Transport Corridor Zone
 - Special Purpose Zone
 - Coastal - General Coastal Marine Zone
 - Coastal - Marina Zone
 - Coastal - Mooring Zone
 - Coastal - Minor Port Zone
 - Coastal - Ferry Terminal Zone
 - Coastal - Defence Zone
 - Coastal - Coastal Transition Zone

0 150 300 600 Metres

Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

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 1319

