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

Date: Monday, 25 July 2022
Time: 9.30am
Meeting room: Council Chambers
Venue: Level 1, Auckland Council - Orewa Service Centre
50 Centreway Road, Orewa, Auckland

PRIVATE PLAN CHANGE 70
HEARING REPORT
751 & 787 KAIPARA COAST HIGHWAY,
KAUKAPAKAPA
RIVERVIEW PROPERTIES LIMITED

COMMISSIONERS

Chairperson Janine Bell
Commissioners Peter Reaburn

Bevan Donovan
KAITOHUTOHU WHAKAWĀTANGA
HEARINGS ADVISOR

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Note: The reports contained within this document 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

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual hearing procedure is:

- **The chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **The applicant** will be called upon to present their case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify 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 evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The applicant or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chair** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.

Please note

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

A NOTIFIED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY RIVERVIEW PROPERTIES LIMITED

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Reporting officer, Jo Hart, Planner

Reporting on proposed Private Plan Change 70 - to rezone 751 and 787 Kaipara Coast Highway, Kaukapakapa from Rural Countryside Living zone to Residential - Rural and Coastal and Settlement zone and the removal of the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living on the subject sites

APPLICANT: RIVERVIEW PROPERTIES LIMITED

SUBMITTERS:	
Page 225	Heritage New Zealand Pouhere Taonga
Page 230	Waka Kotahi NZ Transport Agency
Page 245	Auckland Transport
Page 251	Riverview Estate Residents
Page 269	Fire and Emergency New Zealand

FURTHER SUBMITTERS:	
Page 273	Riverview Properties Limited



Hearing Report for Proposed Private Plan Change 70: 751 and 787 Kaipara Coast Highway, Kaukapakapa to the Auckland Unitary Plan (Operative in part)

Section 42A Hearing Report under the Resource Management Act 1991

Report to: Hearing Commissioners

Hearing Date/s: 25 July 2022

File No: Proposed Plan Change 70 (PPC70)

File Reference

Report Author Jo Hart, Senior Policy Planner, Planning – Regional, North, West and Islands

Report Reviewer/approver Peter Vari, Team Leader, Planning – Regional, North, West and Islands

Report produced 29 June 2022

Summary of Proposed Plan Change 70 – 751 and 787 Kaipara Coast Highway, Kaukapakapa.

Plan subject to change	Auckland Unitary Plan (Operative in part), 2016
Number and name of change	Proposed Plan Change 70: 751 and 787 Kaipara Coast Highway, Kaukapakapa to the Auckland Unitary Plan
Status of Plan	Operative in part
Type of change	Private Plan Change
Clause 25 decision outcome	Accept
Parts of the Auckland Unitary Plan affected by the proposed plan change	Planning maps
Was clause 4A complete	<p>This is a private plan change and not a council-initiated plan change.</p> <p>The private plan change requestor did not consult with mana whenua. However, prior to notification, Auckland Council did inform iwi authorities of the lodgement of the request and provided a copy of the proposed private plan change request in accordance with Clause 5(4)(f), Schedule 1 of the Resource Management Act 1991.</p> <p>Iwi authorities were also provided an opportunity to submit on the request during an extended notification period, specifically in order to ensure there was adequate time for iwi authorities to respond. A follow-up letter was also forwarded to iwi authorities during the extended notification period to advise of the impending closing date for submissions. Responses were received which deferred their views to the mana whenua with an interest in the area.</p> <p>There were no submissions received from iwi authorities. There was no advice received from iwi authorities on whether a hearings commissioner with an understanding of tikanga Māori and the perspectives of local iwi or hapū was required for the hearing of PPC70.</p> <p>This is discussed further in sections 7.6 Auckland Unitary Plan – Regional Policy Statement, 8.4 Cultural Value effects, 9</p>

	Consultation, and 11.1 in relation to a submission from Heritage New Zealand Pouhere Taonga.
Date of notification of the proposed plan change and whether it was publicly notified or limited notified	Publicly notified on 27 January 2022.
Submissions received (excluding withdrawals)	5
Date summary of submissions notified	24 March 2022
Number of further submissions received (numbers)	1
Legal Effect at Notification	No
Main issues or topics emerging from all submissions	<ul style="list-style-type: none"> • inadequate consideration of alternative modes of transport and the relevant regional provisions in the AUP • reverse sensitivity noise effects from Kaipara Coast Highway (road noise) • volume of, and access to, water supply for firefighting • archaeological – built heritage (villa located at 751 Kaipara Coast Highway) and cultural values

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Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
AUP	Auckland Unitary Plan
Enabling Housing Supply Act	Resource Management (Enabling Housing Supply and Other Matters) Act 2021
Heritage NZ	Heritage New Zealand Pouhere Taonga
NPS-UD	National Policy Statement on Urban Development 2020
PPC70	Proposed Private Plan Change 70: 751 and 787 Kaipara Coast Highway, Kaukapakapa
PPC area	Proposed Plan Change area
RMA	Resource Management Act 1991
RPS	Regional Policy Statement

Attachments

Attachments	
Attachment 1	Private Plan Change 70 – PPC request documents including section 32 report: Riverview Properties Limited and appendices 1-13
Attachment 2	Further information request and response
Attachment 3	Relevant policy – H2 Residential – Rural and Coastal Settlement Zone and H19 Rural Zone (Rural – Countryside Living).
Attachment 4	Submissions and Further Submissions
Attachment 5	Section 42A Author – Qualifications and Experience Statement

Executive Summary

1. Proposed Private Plan Change 70: 751 and 787 Kaipara Coast Highway, Kaukapakapa (PPC70) to the Auckland Unitary Plan (Operative in Part) (AUP) seeks to rezone the properties at 751 and 787 Kaipara Coast Highway, Kaukapakapa from Rural – Countryside Living zone to Residential – Rural and Coastal and Settlement Zone. The request also seeks to remove the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living from 751 and 787 Kaipara Coast Highway, Kaukapakapa, as the control will no longer be relevant to the subject sites under the proposed rezoning.
2. The private plan change process set out in Part 2 of Schedule 1 of the Resource Management Act 1991 (RMA) was used in developing PPC70.
3. Following receipt of all further information under Clause 23 on 21 September 2021 PPC70 was accepted for processing under Clause 25 of Schedule 1 on 2 November 2022.
4. PPC70 was publicly notified on 27 January 2022 and closed for submissions on 11 March 2022. The summary of submissions was notified on 24 March 2022 and closed for further submissions on 7 April 2022.
5. 5 submissions were received; and 1 further submission. There were no late submissions.
6. In preparing for hearings on PPC70, this hearing report has been prepared in accordance with section 42A of the RMA.
7. This report considers the private plan change request and the issues raised by submissions and further submissions on PPC70. The discussion and recommendations in this report are intended to assist the Hearing Commissioners, the requestor and those persons or organisations that lodged submissions on PPC70. The recommendations contained within this report are not the decisions of the Hearing Commissioners.
8. This report also forms part of council’s ongoing obligations to consider the appropriateness of the proposed provisions, as well as the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised submissions on PPC70.
9. In accordance with section 32 of the RMA a report was prepared by the applicant as part of the private plan change request as required under clause 22(1) of Schedule 1 of the RMA. The information provided by the applicant in support of PPC70 (including the s32 report and an Assessment of Environmental Effects) is attached in Attachment 1.
10. In accordance with the evaluation in this report, I consider that the provisions proposed by PPC70 are the most appropriate way of achieving the objectives of the AUP and the purpose of the RMA.
11. It is recommended that PPC70 be approved for the reasons set out in section 16 of this report.

1. Purpose of the proposed private plan change

12. PPC70 was lodged with the Council on 2 August 2021 by Riverview Properties Limited. The purpose of PPC70, as outlined on page 11 in the s32 evaluation¹ report, is to:

...extend the existing Residential – Rural and Coastal Settlement zoning over approximately 5.6432 hectares of Rural – Countryside Living land within Kaukapakapa to enable some of the current high demand for additional residential living in this location to be met.

2. Site description and background

13. The Proposed Plan Change area (PPC area) covers approximately 5.632 hectares of land at 751 and 787 Kaipara Coast Highway, Kaukapakapa and is situated within the southern part of Kaukapakapa. The main frontage is to the Kaipara Coast Highway along with frontages to McLennan Farm Lane and Awatiro Drive. Both of these latter roads were formed within the first stage of the Riverview Estate development.

14. An aerial photo of the PPC area is shown below in Figure 1 below.



Figure 1: Aerial photo of 751 and 787 Kaipara Coast Highway, Kaukapakapa (Source: Auckland Council GIS map viewer 3 November 2021).

15. The land directly to the north is zoned Residential – Rural and Coastal Settlement zone and has been subdivided as part of Stage 1 of the Riverview Estate development. Figure 2 below shows a recent aerial view of the area.

¹ Page 11 of the report titled 'Riverview Properties Limited Plan Change Request Section 32 Report'. The Planning Collective dated 15 July 2021 (see Attachment 1).



Figure 2: Aerial view in the vicinity of 751 and 787 Kaipara Coast Highway, Kaukapakapa (Source: Google Maps 13 June 2022).

16. In accordance with s42A (1A) I do not propose to repeat additional information included in the requestor's application. I adopt, under s42(1B)(b), the description of the site and surrounds set out in the requestors site context report².
17. I undertook a site visit, in accordance with Covid 19 restrictions, on 22 December 2021. While I was unable to go on site, I was able to view the subject sites from the Kaipara Coast Highway and Awatiro Road, Kaukapakapa.

3. Existing Plan Provisions

18. As identified in Figure 3 below, the land in the PPC area is currently zoned Rural – Countryside Living zone.

² Section 4 of the report titled 'Riverview Properties Limited Plan Change Request Section 32 Report'. The Planning Collective dated 15 July 2021 (see Attachment 1).



Figure 3: Auckland Unitary Plan GIS viewer map showing zones, controls and overlays

19. The Rural – Countryside Living Zone provides for rural lifestyle living in identified areas of rural land which are generally closer to urban Auckland or rural and coastal towns. This zone incorporates a range of rural lifestyle developments, characterised as low-density residential development on rural land. Rural lifestyle sites with this zone include scattered rural residential sites, farmlets and horticultural sites, residential bush sites and papakāinga.
20. The key provisions for the Rural – Countryside Living zone are:
 - up to one dwelling per site in compliance with the relevant standards – provided for as a Permitted activity
 - a range of community activities are provided for as a Permitted activity
 - care centres for up to 10 people
 - information facilities
 - artworks
 - informal recreation
 - Farming is provided for as a Permitted activity
 - non-residential activities provided for as a Discretionary activity:
 - garden centres
 - markets
 - show homes
 - rural and visitor activities
21. Subdivision provisions applicable to the two sites (E39 Subdivision Rural – E39.6.5.2. Subdivision in the Rural – Countryside Living zone – Wellsford, Kaukapakapa, Helensville) are as follows:

- Minimum: 2ha (minimum net site area and average net site area without transferable rural site subdivision)
- Minimum: 8,000m²; minimum average: 1ha (minimum net site area and average net site area with transferable rural site subdivision)

22. The PPC area is also subject to the following additional controls:

- Natural Resources: High-Use Stream Management Areas Overlay [rp]
- Controls:
 - Macroinvertebrate Community Index – Rural
 - Subdivision Variation Control – Rural, Kaukapakapa Countryside Living

23. The existing plan provisions have been appropriately described within various sections of the requestors s32 report including sections 3.2, 6.1.3, and 6.3.1. In accordance with s42A(1B)(b), I adopt these and rely on it for further assessment in this report.

4. Proposed Plan Change Provisions

24. PPC70 seeks to rezone approximately 5.632 hectares at 751 and 787 Kaipara Coast Highway, Kaukapakapa from Rural – Countryside Living Zone to Residential – Rural and Coastal Settlement Zone as shown in Figure 1. A subsequential amendment to the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living GIS map layer is also sought as the control will no longer be relevant to the subject sites under the proposed rezoning.

25. The private plan change request only seeks amendments to the planning maps and control layer in the AUP GIS viewer. No changes to any other spatial layers or text in the AUP are proposed.

26. The objectives for the Residential – Rural and Coastal Settlement zone are considered by the requestor to be the most appropriate given the objectives of the PPC request are aligned with the proposed zone in providing:

- development that maintains and is in keeping with the character values, landscape qualities and natural features of Kaukapakapa
- development that provides quality on-site residential amenity for residents and adjoining sites
- development that is appropriate for the physical and environmental attributes of the site and infrastructure constraints.

27. Riverview Properties Limited has provided the following specialists' documents to support their private plan change application, listed below in Table 1.

Table 1: Information provided by the requestor for the private plan change

Document title	Specialist	Date
Riverview Properties Limited Private Plan Change Request – Section 32 Assessment Report	The Planning Collective	15 July 2021
Section 32(2) Options Assessment	The Planning Collective	15 July 2021
Appendix 4 - Ecological Effects Assessment	Bioresearches	27 April 2021

Appendix 5 - Archaeological Assessment	Clough & Associates Limited	May 2021
Appendix 6 - Preliminary Site Investigation	4Sight Consulting	V2.0 July 2021
Appendix 7 - Transport Assessment	Stantec	Final v1 16 June 2021
Appendix 8 - Civil Engineering Assessment	Aspire Consulting Engineers Limited	5 July 2021
Appendix 9 - Wastewater Report	GWE Consulting Engineers	V2 July 2021
Appendix 10 - Preliminary Geotechnical Assessment	CMW Geosciences	Rev.0 9 April 2021

4.1 Residential – Rural and Coastal Settlement Zone

28. As outlined above in paragraph 24, PPC70 seeks to rezone land at 751 and 787 Kaipara Coast Highway, Kaukapakapa from Rural – Countryside Living zone to Residential – Rural and Coastal Settlement Zone. PPC70 also seeks the removal of the associated subdivision variation control.
29. The purpose of the Residential – Rural and Coastal Settlement Zone is described in Chapter H2 as follows:

The Residential – Rural Coastal Settlement Zone applies to rural and coastal settlements in a variety of environments including high-quality landscape areas and coastal areas. Some settlements rely on on-site wastewater disposal and treatment and water supply, while others are serviced relying on reticulated community wastewater facilities and water supply. Due to factors including servicing, infrastructure and accessibility constraints and, in some cases their sensitive character, growth needs to be managed accordingly.

The zone limits lot sizes and/or development to avoid, remedy or mitigate existing or potential adverse effects on water and to maintain rural and coastal character. Non-residential uses of a scale and intensity that serve the local population are provided for.

30. The objectives of the Residential – Rural and Coastal Settlement Zone seek that:
- development maintains and is in keeping with the area’s rural and coastal character, landscape qualities and natural features
 - development provides quality on-site residential amenity for residents and adjoining sites and the street
 - development is appropriate for the physical and environmental attributes of the site and any infrastructure constraints
 - non-residential activities provide for the community’s social, economic and cultural well-being, while being in keeping with the scale and intensity of the development anticipated by the zone so as to contribute to the amenity of the neighbourhood.
31. The relevant policies of H2.3 are as follows:
- (1) Require minimum site sizes and limit the scale and intensity of un-serviced sites to ensure that:
- (a) sites are able to accommodate on-site wastewater treatment and disposal;

(b) development will be in keeping with any landscape qualities or natural features;

(c) development will not exacerbate any physical limitations such as land instability.

(2) ...

(3) Require the height, bulk and location of development to maintain a reasonable level of sunlight access and privacy to minimise visual dominance effects to immediate neighbours.

(4) Require development to be of a height and bulk and have sufficient setbacks and open space to maintain and complement the rural and coastal built character of the area.

(5) Encourage accommodation to have useable and accessible outdoor living space.

(6) Restrict the maximum impervious area on a site in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated.

(7) ...

32. The Residential – Rural and Coastal Settlement zone enables one dwelling per site as a Permitted activity, subject to compliance with standards for buildings relating to the following:

- building height – must not exceed 8 m in height (with an exemption of 50 per cent for the roof pitch).
- height in relation to boundary – buildings must not project beyond 45-degree recession plane measured from a point 2.5m vertically above ground level along side and rear boundaries
- yards – front yard of 5m, side and rear yard of 1m. A riparian is required 10m from the edge of all other permanent and intermittent streams.
- maximum impervious areas – must not exceed 35 per cent of the site area or 1400m², whichever is the lesser.
- Building coverage – must not exceed 20 per cent of the net site area or 400m², whichever is the lesser
- Side and rear fences and walls – fences or walls or a combination of these (whether separated or joined) on a side or rear boundary or within a side or rear yard must exceed a height of 2m above ground level.

33. More than one dwelling per site is a Non-Complying activity (other than the conversion of a principal dwelling or a minor dwelling).

34. One minor dwelling is provided for as a Restricted Discretionary activity, subject to compliance with the standards.

35. Other activities provided for, subject to compliance with associated standards, include:

- Home occupations (Permitted activity)
- Camping grounds (Discretionary activity)
- Integrated residential development (Discretionary activity)

- Boarding houses accommodating up to 10 people per site (Restricted Discretionary activity)/greater than 10 people (Discretionary activity)
 - Supported residential care accommodating up to 10 people per site (Restricted Discretionary)/greater than 10 people (Discretionary activity)
 - Visitor accommodation for up to 10 people per site (Restricted Discretionary)/greater than 10 people per site (Discretionary).
36. A range of non-residential activities provided for in the zone, subject to compliance with the standards, including:
- Dairies up to 100m² gross floor area per site (Restricted Discretionary)
 - Restaurants and cafes up to 100m² gross floor area per site (Discretionary)
 - Service stations on arterial roads (Discretionary).
37. A range of community facilities are also provided for with various activity statuses. In addition, the grazing of livestock on sites greater than 2,000m² net site area is provided for as a Permitted activity.
38. New buildings have the same activity status and standards as applies to the land use activity that the new building or addition to a building is designed to accommodate.
39. There are also specific matters for discretion and assessment criteria for specific activities requiring consents and for infringements of the building standards.
40. The subdivision provision in the Residential – Rural and Coastal Settlement zone is 2,500m² (minimum net site area for vacant proposed sites).

5. Analysis of the section 32 report and any other information provided by the applicant

41. In accordance with s42A(1) of the RMA this report is prepared on information provided on any matter by the applicant. In accordance with s42A(1A) this report does not need to repeat information included in the applicant's application, and instead under s42A(1B) may—
- adopt all of the information; or
 - adopt any part of the information by referring to the part adopted
42. Having carefully reviewed the applicant's section 32 report I now set out those parts which I adopt and the parts which I disagree with.
43. The requestors s32 assessment is contained within section 11 of its report³.
44. The assessment appropriately starts with an investigation of whether the objectives of the plan change are the most appropriate way to achieve the purpose of the RMA. The overarching objective of the request is 'to provide for additional housing within Kaukapakapa in order to meet the high demand for quality housing solutions in this area'.

³ Report titled "Riverview Properties Limited Plan Change Request Section 32 Report". The Planning Collective dated 15 July 2021 (Attachment 1).

45. The request is not proposing site-specific objectives as it considers that the objectives of the Residential – Rural and Coastal Settlement zone⁴ are appropriate given the objectives of PPC70 are to provide for:
- development that maintains and is in keeping with the character values, landscape qualities and natural features of Kaukapakapa
 - development that provides quality on-site residential development for residents and adjoining sites
 - development that is appropriate for the physical and environmental attributes of the site and infrastructure constraints.
46. I have read the requestors assessment of s32(1)(b) and in particular the alternative options set out in section 11.2.2, and Appendix 11, of their report. The requestor has considered the following potential zoning options for the subject site:
- Option 1: Do nothing (status quo) – retain the Rural – Countryside Living zone
 - Option 2: Retain Rural – Countryside Living zone and seek resource consent for residential development in accordance with the Residential – Rural and Coastal Settlement zone
 - Option 3: Retain the Rural – Countryside Living zone and wait for the Council initiated review of the AUP to seek rezoning the site
 - Option 4: Seek rezoning of the land to Residential – Rural and Coastal Settlement zone
 - Option 5: Seek a plan change or resource consent for higher density residential development similar to a 51 lot development across the road
 - Option 6: Seek rezoning of a wider, larger area of land to Residential – Rural and Coastal Settlement to provide for the creation of a greater number of sites to assist in meeting demand.
47. The requestor considers a Residential – Rural and Coastal Settlement zone (Option 4) would be the most appropriate zone for the subject sites. They conclude that the Residential – Rural and Coastal Settlement zone is the most efficient and appropriate option. The land area sought to be rezoned is small, located close to existing residential development, and would not enable the efficient use of the land for rural productive purposes.
48. I agree that that the preferred option (Option 4) is efficient and appropriate for meeting the purpose of PPC70. While I consider that the operative zoning gives effect to the objectives and policies of Chapters B2 and B9, as discussed in Section 7.6 of this report, the proposed zoning also gives effect in that:
- some growth is being enabled within a rural settlement while:
 - i. being integrated with the provision of onsite infrastructure
 - ii. maintaining the character of the existing rural settlement, and surrounding environment
 - iii. avoiding being located within areas of significant natural hazard risk

⁴ Auckland Unitary Plan (Operative in Part), Chapter H2 Residential – Rural and Coastal Settlement Zone , H2.2 Objectives (1), (2) and (3).

- iv. maintaining an adequate separation between incompatible land uses
 - v. being within close access to a rural settlement.
- the sites are not of a size that would allow for efficient use of the land for other purposes such as rural production
 - development will be of a similar scale to that of the adjacent subdivision with one dwelling being provided for as a Permitted activity albeit on a smaller site than that required under the Rural – Countryside Living zone.

6. Hearings and decision-making considerations

49. Clause 8B of Schedule 1 of RMA requires that a local authority shall hold hearings into submissions on private plan changes.
50. Auckland Council’s Combined Chief Executives’ Delegation Register delegates to hearing commissioners all powers, duties and functions under the Resource Management Act 1991. This delegation includes the authority to determine decisions on submissions on a plan change, and the authority to approve, decline, or approve with modifications, a private plan change request. Hearing Commissioners will not be recommending a decision to the council, but will be issuing the decision
51. In accordance with s42A(1), this report considers the information provided by the applicant and summarises and discusses submissions received on PPC70. It makes recommendations on whether to accept, in full or in part; or reject, in full or in part; each submission. This report also identifies what amendments, if any, can be made to address matters raised in submissions. This report makes a recommendation on whether to approve, decline, or approve with modifications PPC70. Any conclusions or recommendations in this report are not binding to the Hearing Commissioners.
52. The Hearing Commissioners will consider all the information submitted in support of the proposed plan change, information in this report, and the information in submissions, together with evidence presented at the hearing.
53. This report has been prepared by me, Jo Hart, Senior Policy Planner, and draws on technical advice provided by the following technical experts:

Table 2: Specialist input into s42A report

Area of expertise	Authors
Traffic	Andrew Temperley, Traffic Planning Consultants
Stormwater	Susan Andrews, Senior Healthy Waters Specialist, Auckland Council I&ES
Archaeology	Rebecca Ramsay, Senior Specialist – Heritage, Auckland Council CPO
Built Heritage	Megan Walker, Specialist Historic Heritage, Auckland Council CPO
Landscape	Sally Peake, Peake Design Limited (on behalf of Auckland Council Design Ope)
Ecology	Mark Lowe, Morphem Environmental Limited

Geotechnical	Charlie Brightman, Principal Geotechnical Specialist, Auckland Council I&ES
Contaminated land	Ruben Naidoo, Specialist (Environmental Health), Auckland Council Regulatory Services

54. The specialists above have responded via email and these have not been included. The following sections of this report, under the heading of specialist review, are the result of the relevant specialist's input:

- Section 8.1 – Transport Effects – Andrew Temperley
- Section 8.2 – Landscape Effects – Sally Peake
- Section 8.3 – Archaeology and Historic Heritage – Rebecca Ramsay (archaeology) and Megan Walker (Built Heritage)
- Section 8.6 – Stormwater Management – Susan Andrews.

7. Statutory and policy framework

55. Private plan change requests can be made to the Council under clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as Council initiated plan changes, and the private plan change request must contain an evaluation report in accordance with section 32 and clause 22(1) in Schedule 1 of the RMA.
56. Clause 29(1) of Schedule 1 of the RMA provides “except as provided in subclauses (1A) to (9), Part 1, with all necessary modifications, shall apply to any plan or change requested under this Part and accepted under clause 25(2)(b)”.
57. The RMA requires territorial authorities to consider a number of statutory and policy matters when developing proposed plan changes. There are slightly different statutory considerations if the plan change affects a regional plan or district plan matter
58. PPC70 matters are district plan matters, with respect to the proposed rezoning and removal of the subdivision variation control over the PPC area. However, the consideration of how PPC70 gives effect to the Regional Policy Statement is also required.
59. The following sections summarises the statutory and policy framework, relevant to PPC70

7.1 Resource Management Act 1991 – Regional and district plans

Plan change matters – regional and district plans

60. In the development of a proposed plan change to a regional and/ or district plan, the RMA sets out mandatory requirements in the preparation and process of the proposed plan change. Table 3 below summarises matters for plan changes to regional and district plan matters.

Table 3: Plan change matters relevant to regional and district plans

Relevant Act/Policy/Plan	Section	Matters
Resource Management Act 1991	Part 2	Purpose and intent of the Act
Resource Management Act 1991	Section 32	Requirements preparing and publishing evaluation reports. This section requires councils to consider the alternatives, costs and benefits of the proposal
Resource Management Act 1991	Section 80	Enables a 'combined' regional and district document. The Auckland Unitary Plan is in part a regional plan and district plan to assist Council to carry out its functions as a regional council and as a territorial authority
Resource Management Act 1991	Schedule 1	Sets out the process for preparation and change of policy statements and plans by local authorities

61. The mandatory requirements for plan preparation are comprehensively summarised by the Environment Court in *Long Bay-Okura Great Park Society v North Shore City Council*, Environment Court Auckland A078/2008, 16 July 2008 at [34] and updated in subsequent cases including *Colonial Vineyard v Marlborough District Council* [2014] NZEnvC 55 at [17]. When considering changes to district plans, the RMA sets out a wide range of issues to be addressed. The relevant sections of the RMA include sections 31-32 and 72-76 of the RMA.
62. The tests are the extent to which the objective of PPC70 is the most appropriate way to achieve the purpose of the Act (s32(1)(a)) and whether the provisions:
- accord with and assist the Council in carrying out its functions (under s 31) for the purpose of giving effect to the RMA;
 - accord with Part 2 of the RMA (s 74(1)(b));
 - give effect to the AUP regional policy statement (s 75(3)(c));
 - give effect to any national policy statement (s 75(3)(a));
 - have regard to the Auckland Plan 2050 (being a strategy prepared under another Act (s 74(2)(b)(i)));
 - have regard to the actual or potential effects on the environment, including, in particular, any adverse effect (s 76(3));
 - are the most appropriate method for achieving the objectives of the AUP, by identifying other reasonably practicable options for achieving the objectives (s 32(1)(b)(i)); and by assessing their efficiency and effectiveness (s 32(1)(b)(ii)); and:
- identifying and assessing the benefits and costs of environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for:
 - i. economic growth that are anticipated to be provided or reduced (s 32(2)(a)(i)); and
 - ii. employment that are anticipated to be provided or reduced (s 32(2)(a)(ii));
 - if practicable, quantifying the benefits and costs (s 32(2)(b)); and
 - assessing the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions (s 32(2)(c)).
63. Under section 74(1)(e) the decision maker must also have particular regard to the section 32 evaluation report prepared in accordance with s 32 (s 74(1)(e)).

7.2 Resource Management Act 1991 – Regional Matters

64. There are mandatory considerations in the development of a proposed plan change to regional matters. Table 2 below summarises regional matters under the RMA, relevant to PPC70.

Table 4: Plan change – regional matters under the RMA

Relevant Act/Policy/Plan	Section	Matters
Resource Management Act 1991	Part 2	Purpose and intent of the Act
Resource Management Act 1991	Section 30	Functions of regional councils in giving effect to the RMA
Resource Management Act 1991	Section 59	Sets out the purpose of a regional policy statement in giving effect to the RMA
Resource Management Act 1991	Section 60	Sets out the requirement for and the process for, changes to the regional policy statement
Resource Management Act 1991	Section 61	Sets out the matters to be considered for a regional policy statement
Resource Management Act 1991	Section 62	Sets out the required contents of regional policy statements
Resource Management Act 1991	Section 63	Sets out the purpose of regional plans
Resource Management Act 1991	Section 64	Sets out the requirement for and the process for, changes to the regional coastal plan
Resource Management Act 1991	Section 65	Sets out matters to be considered for changes to regional plans
Resource Management Act 1991	Section 66	Sets out matters to be considered in (other) regional council plans
Resource Management Act 1991	Section 67	Sets out required contents of regional plans
Resource Management Act 1991	Section 68	Sets out the purpose and considerations of rules in regional plans (regional rules)
Resource Management Act 1991	Section 69	Sets out matters to be considered for rules relating to water quality
Resource Management Act 1991	Section 70	Sets out matters to be considered for rules relating to discharges

7.3 Resource Management Act 1991 – District matters

65. There are mandatory considerations in the development of a proposed plan change to district plans and rules. Table 3 below summarises district plan matters under the RMA, relevant to PPC70.

Table 5: Plan change – District plan matters under the RMA

Relevant Act/Policy/Plan	Section	Matters
Resource Management Act 1991	Part 2	Purpose and intent of the Act
Resource Management Act 1991	Section 31	Functions of territorial authorities in giving effect to the Resource Management Act 1991
Resource Management Act 1991	Section 73	Sets out Schedule 1 of the RMA as the process to prepare or change a district plan
Resource Management Act 1991	Section 74	Matters to be considered by a territorial authority when preparing a change to its district plan. This includes its functions under section 31, Part 2 of the RMA, national policy statement, other regulations and other matter
Resource Management Act 1991	Section 75	Outlines the requirements in the contents of a district plan
Resource Management Act 1991	Section 76	Outlines the purpose of district rules, which is to carry out the functions of the RMA and achieve the objective and policies set out in the district plan. A district rule also requires the territorial authority to have regard to the actual or potential effect (including adverse effects), of activities in the proposal, on the environment

7.4 National Policy Statements

66. The relevant national policy statements (NPS) must be considered in the preparation, and in considering submissions on PPC70.

67. Table 6 below summarises the NPS's that apply to PPC70.

Table 6: National Policy Statements relevant to PPC70

Relevant Act/Policy/Plan	Section	Matters
National Policy Statement – Urban Development 2020 (Updated May 2022)	Objectives 2, 5 and 7	Relate to planning decisions which improve housing affordability, take into account the principles of Te Tiriti o Waitangi, and are based on robust information about a territorial authority's urban environment.
	Policy 1	Relate to planning decisions which contribute to well-functioning urban environments
	Policy 6	Relate to planning decisions and the matters to have particular regard to including the urban form and benefits anticipated by the NPS-UD,

		that there may be significant changes to an area which may detract from amenity values appreciated by some people but may improve amenity values appreciated by other people, communities and future generations, and the likely current and future effects of climate change.
National Policy Statement on Freshwater Management 2020	2.1 Objectives 2.2 Policies (1, 2, 3, 9, 15)	To ensure that natural and physical resources are managed in a way that prioritises: (a) first, the health and well-being of water bodies and freshwater ecosystems (b) second, the health needs of people (such as drinking water (c) third, the ability of people and communities to provide for their social, economic and cultural well-being now and in the future

National Policy Statement – Urban Development 2020

- 68. The National Policy Statement on Urban Development 2020 (NPS-UD) seeks to ensure that New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of diverse communities. It also seeks to remove barriers to development to allow growth ‘up’ and ‘out’ in locations that have good access to existing services, public transport networks and infrastructure.
- 69. The Environment Court considered the impact of the NPS-UD on private plan changes in its decision (Eden-Epsom Residential Protection Society Incorporated v Auckland Council [2021] NZEnvC 082) dated 9 June 2021 (released by the Court on 15 June 2021). The Environment Court decision appears to consider that the only NPS-UD objectives and policies that are relevant to the merits of a private plan change request accepted by the Council are those that include specific reference to ‘planning decisions’ i.e. Objectives 2, 5 and 7 and Policies 1 and 6. In the absence of the Council having completed the work envisaged by other policies, it appears that currently only some sub-clauses of Policy 6 would apply.
- 70. The Environment Court’s decision also confirms that Policies 3 and 4 of the NPS-UD, do not currently apply when considering the merits of private plan change requests i.e. having regard to Part 4 and subpart 6 of Part 3 of the NPS-UD. It is anticipated that future Council initiated plan changes will implement these policies.
- 71. In accordance with the Court’s direction, I consider that Objectives 2, 5 and 7, and Policies 1 and 6 are relevant to PPC70, noting that Auckland is identified as a Tier 1 urban environment.
- 72. The requestor, in Section 6.1.1 of the report, has assessed the proposed plan change against the National Policy Statement – Urban Development 2020 (NPS-UD).

Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

- 73. The Resource Management (Enabling Housing and Other Matters) Amendment Act 2021 (Enabling Housing Supply Act) amends the RMA by bringing forward and strengthening the NPS-UD. The

amendments help to increase housing supply in relevant residential zones within the urban environment.

74. The NPS-UD definition of the 'urban environment' is:

urban environment means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:

- (a) is, or intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people.

75. In the context of Auckland, Auckland Council considers that the region as a whole is within the urban environment. Therefore, consideration of the NPS-UD is required.

76. However, the statutory requirements relating to the Medium Density Residential Standards of the Enabling Housing Supply Act do not apply to the PPC area. Both the existing Rural – Countryside Living zone and the proposed Residential – Rural and Coastal settlement zones are not considered to be a relevant residential zone.⁵

77. The proposed Residential – Rural and Coastal Settlement zone is comparable to the Settlement zone in the National Planning Standards (November 2019). Settlement zones are described in the National Planning Standards as 'areas used predominantly for a cluster of residential, commercial, light industrial and/or community activities that are located in rural areas or coastal environments'.

78. The proposed zone, to apply to the subject sites, being the Residential – Rural and Coastal Settlement zone applies to 'rural and coastal settlements in a variety of environments'. As discussed above in Section 4, the objectives, policies and standards of the Residential – Rural and Coastal Settlement zone seek to limit 'lot sizes and/or development to avoid, remedy or mitigate existing or potential adverse effects on water and land, and to maintain rural and coastal character'.

National Policy Statement on Freshwater Management 2020

79. The National Policy Statement on Freshwater Management 2020 (NPS-FM) requires that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems, the health needs of people, and the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

80. The requestor has provided an assessment of the NPS-FM in sections 6.1.2 of the section 32 Report (refer to Attachment 1) and associated Assessment of Ecological Effects prepared by Bioresearches (refer to Appendix 4 of the section 32 report). The Bioresearches report notes that no intermittent streams, permanent streams, or wetlands were identified within the PPC area and therefore any earthworks or vegetation removal associated with residential development of this area will have no direct effects on freshwater ecological values.

81. The section 32 report, on page 14, states:

The report notes that the predominant threat to freshwater ecology and the downstream receiving environment as a result of the proposed Plan Change would be the increased impervious surfaces and pollutant runoff associated with residential development of the site. The report noted that while there may be an increase to impervious areas, stormwater devices installed as part of the residential development will ensure that the development anticipated through the Private Plan

⁵ Section 2 Interpretation, Resource Management Act 1991 (as at 19 March 2022).

Change will not result in significant adverse effects on the water quality of the receiving environment. In any event there is no maximum site or building coverage provisions in the Rural zones, whereas the proposed Residential zoning will limit the amount of building coverage on each site.

82. In response to a clause 23 request for further information, the requestor provided a Stormwater Management Plan, prepared by Aspire Consulting Engineers, (refer to Attachment 2) which:

provides for management of stormwater from future residential developments. An integrated treatment train approach with at source devices is proposed. Devices such as swales and reuse tanks will be incorporated to provide some level of treatment and attenuation. The Stormwater Management Plan identifies critical investigations which will be specifically required for development within the PPC area. These include actions required as part of a resource consent process stage:

- *design of grassed swale*
- *assessment of the downstream culverts on Kaipara Coast Highway confirming their capacity and include any further attenuation within site or possible upgrades*
- *provide consent notice on titles for 45,000 litres of reuse per dwelling*
- *provide consent notice for inert building materials*
- *provide operation and maintenance manual for all stormwater devices.*

83. As a result, I consider PPC70 is able to give effect to the NPS-FM, in particular Objective 1, and Policies 2, 3, 9 and 15, as the development of the PPC70 area can be undertaken in a manner that protects the downstream receiving environment/overland flow paths and the ecology of these.

84. Note that the potential stormwater effects are discussed further below in Section 8.6. An assessment of the stormwater effects will also be required as part of the regional resource consent process for any future development within the PPC area.

Proposed National Policy Statement for Highly Productive Land

85. While a proposed policy statement is not required to be given regard to under section 74 of the RMA (Matters to be considered by territorial authority), the requestor's section 32 report has addressed the proposed National Policy Statement for Highly Productive Land (PNPS-HPL).

86. The overall purpose of the PNPS – HPL is to improve the way highly productive land is managed under the RMA to:

- recognise the full range of values and benefits associated with its use for primary production;
- maintain its availability for primary production for future generations; and
- protect it from inappropriate subdivision, use and development.

87. The requestor has discussed the PNPS-HPL in Section 6.1.3 of the section 32 report. In regard to whether the PPC request would be required to give effect to the PNPS-HP, the section 32 report states, on page 15:

The current zoning of the Plan Change area is Rural - Countryside Living which provides for rural lifestyle living on the fringe of rural towns. The current zoning signals sites which have not been identified for high levels of rural productive activity. Rural production use of the sites would be difficult to achieve given the size of the lots and the potential for reverse sensitivity effects on the adjoining residential properties. Given these constraints to rural productive activities, it is considered that the rezoning of the subject properties from Rural - Countryside Living to Residential - Rural and Coastal Settlement will not further affect the ability to use the land for rural production activities and overall represents an efficient use of the land resource.

88. While I acknowledge that the Rural – Countryside Living zone provides for small-scale rural production, this zone also provides for a range of rural lifestyle developments, characterised as low-density residential development on rural land. This differs to the purpose of the Rural – Rural Production zone which is ‘to provide for the use and development of land for rural production activities and rural industries’ within ‘an environment less modified by humans than other zones in the north’.⁶
89. The land within the PPC area is fragmented with 751 Kaipara Coast Highway being approx. 1.3ha in size, and 787 Kaipara Coast Highway approx. 4.3ha in size (split into 1.3ha and 3ha as bisected by a road). Both sites were part of larger parcels that had a split zoning of Residential – Rural and Coastal Settlement and Rural – Countryside Living zones. The area of Residential – Rural and Coastal Settlement adjacent to the north of the PPC area has been through a subdivision process. The remainder of 787 Kaipara Coast Highway, zoned Rural – Countryside Living, is now bisected by Maclennan Farm Lane with its western portion adjacent to 751 Kaipara Coast Highway. Both sites front onto the Kaipara Coast Highway and this forms a physical edge to the PPC area with the western edge adjacent to land zoned Rural – Rural Production Zone.
90. The applicant has also lodged a subdivision consent for the land within the PPC area. The subdivision plan shows that 16 lots ranging from 2500m² to 2696m² are proposed. This aligns with the subdivision provisions of the Residential – Rural and Coastal Settlement zone which provides for a minimum net site area for vacant proposed lots of 2500m². The proposed subdivision also replicates the previous subdivision and residential development, known as Riverview Estate, to the north of the PPC area.
91. The proposed rezoning to Residential – Rural and Coastal Settlement zone adjacent to Rural – Rural Production zone is a similar pattern of zoning within Kaukapakapa both to the north and east of the PPC area. Further discussion in regard to the pattern of future land development identified in the Kaukapakapa Structure Plan 2010 is below in Section 7.10.
92. I accept the conclusions in section 6.1.3 of the section 32 report for the reasons provided above. I consider that PPC70 is not in conflict with the PNPS-HPL.

7.5 National environmental standards or regulations

93. Under section 44A of the RMA, local authorities must observe national environmental standards in its district/region. No rule or provision may be duplicate or in conflict with a national environmental standard or regulation.
94. The requestor has provided an assessment of PPC70 against the following National Environmental Standards (NES) or Regulations in section 6.2 of the section 32 report (refer to Attachment 1):
 - NES for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS).

⁶ Chapter H19 Rural, H19.3.1 Rural – Rural Production Zone Description, Auckland Unitary Plan (Operative in Part).

95. Section 9.5 Soil Contamination of the section 32 report discusses the above NES and the associated technical report. The requestor’s assessment concludes that:

... no new activities or industries listed in the HAIL have been undertaken on the site since the initial PSI (September 2016) that would warrant further investigation of the sites in terms of soil contamination. On this basis, it is concluded that it is highly unlikely that the Plan Change area poses a risk to human health of the environment by the rezoning of the sites from Rural – Countryside Living to Residential – Rural and Coastal Settlement. Based on this expert analysis, it is evident that the Plan Change area is suitable for residential development in terms of the NESCS.

96. I accept the conclusion in the section 32 report in that I consider that PPC70 is consistent with the NESCS. It is also noted that this matter will be further considered as part of any future resource consent required to undertake development within the PPC area. This includes the lodged subdivision consent for 787 Kaipara Coast Highway.

7.6 Auckland Unitary Plan

97. For a plan change, the relevant policy statement and plans must be considered in the preparation of the plan change and in the consideration of submissions. Table 8 contains the relevant sections of the RPS and DP applicable to PPC70.

Table 8: Relevant regional policy statements and district provisions of Auckland Unitary Plan

Relevant Act/Policy/Plan	Section	Matters
Auckland Unitary Plan – Regional Policy Statement	B2 Tāhuhu whakaruruhau-ā-taone - Urban growth and form	Urban growth and form and a quality built environment (Objectives B2.2 and B2.3)
	B3 – Ngā pūnaha hanganga, kawekawe me ngā pūngao – Infrastructure, transport and energy	Transport (B3.3)
	B6 Mana Whenua	Mana Whenua
	B7 Toitū te whenua, toitū te taiao – Natural resources	Natural resources
	B9 Toitū te tuawhenua – Rural environment	Rural environment
	B10 Ngā tūpono ki te taiao – Environmental risk E30 – Contaminated land [rps]	Environmental risk
Auckland Unitary Plan – district provisions	E27 Transport	Support and manage the effects on the operation and development of an integrated transport network.
Auckland Unitary Plan – district provisions	H2 Residential – Rural and Coastal Settlement Zone	Residential – Rural and Coastal Settlement Zone
Auckland Unitary Plan – district provisions	H19 – Rural zones	Rural – Countryside Living Zone (H19.7)

98. The requestor has included discussion on the regional policy and plans that it considers are relevant to PPC70 in Section 6.4.1 of the section 32 report. In regard to the AUP the following regional policy provisions have been considered:

- Chapter B2 – Tāhuhu whakaruru hau ā-taone - Urban Growth and Form
- Chapter B3 – Ngā pūnaha hangahanga, kawekawe me ngā pūngao – Infrastructure, transport and energy
- Chapter B4 – Te tiaki taonga tuku iho – Natural heritage
- Chapter B6 – Mana Whenua
- Chapter B7 – Toitū te whenua, toitū te taiao – Natural resources
- Chapter B9 – Toitū te tuawhenua – Rural environment
- Chapter B10 – Ngā tūpono ki te taiao – Environmental risk

99. I accept in part the requestor’s assessment of the regional and district provisions of the AUP in the section 32 report. However, I consider that a more robust assessment of the objectives and policies of Chapter B3.3 Transport and Chapter B6 Mana Whenua should have been undertaken.

100. In regard to Chapter B3.3 Transport⁷ the section 32 report, on page 22, states that ‘the request seeks efficient use of land and infrastructure and is therefore consistent with the RPS in relation to infrastructure, transport and energy’.

101. A request for further information under Schedule 1, Clause 23 was forwarded to the requestor on 24 August 2021 (refer to Attachment 2). The RFI identified that an assessment against Chapter E27 Transport of the AUP had been undertaken in the Integrated Traffic Assessment (ITA) but that this did not encompass the regional policy statement objectives of B3.3.1. A response was received from the requestor on 21 September 2021 (refer to Attachment 2 for the full RFI response). The requestor’s response to this matter is shown below:

B3.3.1 in the Unitary Plan outlines the following objectives: “1) Effective, efficient, and safe transport that:

a) supports the movement of people, goods and services;

b) integrates with and supports a quality compact urban form;

c) enables growth;

d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and

e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.”

It is considered that the development aligns with these objectives. The existing footpaths and bus service in the vicinity of the site enables mode choice and supports the movement of people with active modes. As outlined in section 3.2 of the ITA, the development of 16 lots (plus the three additional lots associated with 751 Kaipara Coast Highway, for up to 20 lots) enabled by the PPC is not considered to have any adverse effects on the safety of the road environment in the vicinity of the site, leading to a safer setting for the community. The less than minor effect associated with

⁷ Chapter B3. Ngā pūnaha hangahanga, kawekawe me ngā pūngao – Infrastructure, transport and energy, Auckland Unitary Plan (Operative in Part).

this small scale of development is apparent from the SH16 / MacLennan Farm Lane intersection operation results as set out in Table 6-3 to 6-5 in the ITA.

102. Related to this matter, the RFI requested further information about the standard of the public transport service in the area to support the statement in the section 32 report that the 'Plan Change land is well-placed in terms of public transport and transport networks'. The RFI response is below:

Reference is made to Appendix B in the ITA for the 128 route (Helensville to Hibiscus Coast Station) map, timetable, and applicable bus stops. The frequency of route 128 is hourly, running Monday to Friday starting at 5:00am and ending service at 8:00pm. The route takes approximately 40 minutes to complete.

As stated in Section 4.2 of the ITA, the rural nature of the site will result in a low number of pedestrian journeys and a comparatively low demand for public transport. The existing bus stop facilities near the site currently are considered to be sufficient to support the PPC and subdivision as sought.

103. While I agree that PPC70 is generally consistent with Policy B3.3.1, I do not consider that the request specifically facilitates transport choices for alternative modes of transport, such as walking and cycling. Further discussion of this matter can be found in Section 8 Assessment of Effects on the Environment and Section 11 Analysis of Submissions.
104. I also consider that Policy B6.5.2(7)⁸ was not adequately addressed in the section 32 report. The policy requires that plan changes include a Māori cultural assessment. Section 32(4A) of the RMA also requires a summary of all advice received from iwi authorities, and a summary of responses to that advice. However, the section 32 report relies on the council to undertake consultation with mana whenua.
105. Section 9.3 of the section 32 report discusses archaeology and I agree with the assessment in that there are no identified archaeological sites shown in the AUP text or GIS viewer maps within the PPC area.
106. Section 9.4 of the section 32 report does include a discussion on cultural values. The matter of the section 32 report containing an assessment of cultural values but no consultation had been undertaken to ascertain those values was raised in the RFI. The requestor's response to this matter is shown below (refer to Attachment 2 for the full RFI response):

It is understood that the relevant iwi groups will have the opportunity to provide their views on the Plan Change proposal through the notification process, noting that Schedule 1, Section 5 and 5A of the RMA requires that a copy of the Plan Change Request is provided to the tangata whenua of the area through iwi authorities.

Consultation was not undertaken with iwi groups prior to lodging the Plan Change Request because of the localised and small scale nature of the proposal and also because no cultural issues were identified or raised at the time of the previous larger scale, more significant development.

It is noted that consultation was undertaken through the original subdivision which created 751 and 787 Kaipara Coast Highway. Responses were received from Manuhiri Kaitiaki Charitable Trust and Ngāti Whātua who did not raise any concerns with the subdivision application. There are no identified sites of cultural significance identified in proximity to the Plan Change area and the surrounding land has been structure planned for an urban use, of which the Rural - Countryside Living zoning of the subject land was to retain lifestyle blocks on the periphery of the

⁸ Chapter B6 Mana Whenua, Auckland Unitary Plan (Operative in Part)

residential areas. There were no identified cultural reasons for retaining the land as Rural at the time of the structure plan or Unitary Plan process.

The Plan Change request is unlikely to adversely affect mana whenua sites, places, and areas of significance. However, this will be cross-checked through the Plan Change notification and iwi consultation process.

107. Schedule 1 processes for private plan changes do not require council to consult with mana whenua. However, council is required to inform relevant iwi authorities of the private plan change request and provide a copy in accordance with clause 5(4)(f) of Schedule 1 of the RMA. This is normally done during notification of the private plan change request. However in this case, a letter was forwarded to iwi authorities with an interest in the PPC area on 15 November 2021. One response was received from Ngāi Tai ki Tāmaki who advised that they 'will leave this Kaupapa for iwi closer to the project'.
108. Two further responses were received; one from Ngāi Tai Ki Tāmaki who again advised that they 'won't be responding to this Proposed Plan Change, we will leave it for response from other iwi mana whenua', and one from Te Rūnanga o Ngātai Whātua who 'recognise the mana whenua status of Nga Maunga Whakaahi and refer to them in the first instance'.
109. All twelve Iwi authorities were then notified, on 27 January 2022 as part of the notification process. The submission period of 20 working days was extended for a further 10 working days to provide adequate opportunity for iwi authorities to lodge a submission if they wished to.
110. A follow up letter, during the submission period was sent on 28 February 2022 advising of the submission closing date. There were no submissions received from iwi authorities. One response was received from Ngāti Tamaoho who advised that the PPC area was not in their area of interest.
111. Further discussion on cultural values can also be found in sections 8.4 Cultural Values Effects and 11.1 in relation to the submission from Heritage New Zealand Pouhere Taonga (Heritage NZ).
112. I agree that PPC70 is consistent with the regional and district plan provisions of the AUP, subject to the discussion above in paragraphs 97 to 110, and in Section 11 Analysis of Submissions, in that PPC70:
 - contains urbanisation within the Rural Urban Boundary, towns, and rural and coastal towns and villages (Objective B2.2.2(4))
 - enables urban growth and intensification within the Rural Urban Boundary, towns, and rural and coastal towns and villages, and avoids urbanisation outside these areas (Policy B2.2.2(4))
 - contributes towards a quality built environment where subdivision, use and development responds to the intrinsic qualities and physical characteristics of the site, including its setting (Objective B2.3.1)
 - maintains and is in keeping with the area's rural character, landscape qualities and natural features (Objective H.2(1))
 - provides for quality on-site residential amenity for residents and adjoining sites and the street (Objective H2.2(2))
 - provides for minimum size sizes and limits the scale and intensity of development for un-serviced sites to accommodate on-site wastewater treatment and disposal, is in keeping with any landscape qualities or natural features, and will not exacerbate any physical limitations such as land instability (Policy H2.3(1)).

7.7 Other relevant legislation

113. In considering a plan change, a territorial authority must have considered any regulation that is relevant to a regional or district plan change.

114. I consider that the legislation set out in Table 9 below is relevant to this plan change.

Table 9: Other relevant legislation to PPC70

Relevant Act/Policy/Plan	Section	Matters
Heritage New Zealand Pouhere Taonga Act 2014	Section 3 Purpose	To promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand

115. The section 32 report, in Section 9.3 Archaeology, includes a statement regarding the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). An archaeological assessment was included with the section 32 report (refer to Appendix 5 of the section 32 report). The section 32 report states:

Based on the expert analysis undertaken, it is evident that the proposed Plan Change will have no known effects on archaeological or other historic heritage values of the land contained within the Plan Change area and the existing legislative requirements set out in the Pouhere Taonga Act and the Unitary Plan will be sufficient to ensure effects on heritage and archaeological values will be less than minor.

116. The section 32 report, on page 28, does identify that the buildings within the PPC area are modern, except for the villa at 751 Kaipara Coast Highway. The requestor considers that as subdivision of 751 Kaipara Coast Highway is not currently proposed, should subdivision occur in the future as provided for by PPC70, then a heritage assessment of the villa by a built heritage specialist is recommended to determine its heritage values and appropriate mitigation.

117. I agree with the requestor, in that this matter is best dealt through any future subdivision consent or any other resource consent required for the development of the site. This matter is discussed further below in Section 8 Assessment of Effects and Section 11 Analysis of Submissions.

7.8 The Auckland Plan 2050

118. In considering a plan change, a territorial authority must have regard to plans and strategies prepared under other Acts.

119. The Auckland Plan, prepared under section 79 of the Local Government (Auckland Council) Act 2009 is a relevant strategy document that council should have regard to in the preparation of PPC70.

120. Table 10 summarises the relevant sections of the Auckland Plan to PPC70.

Table 10: Relevant sections of the Auckland Plan

Relevant Act/Policy/Plan	Section	Matters
Auckland Plan	Outcome 1	Belonging and Participation
Auckland Plan	Outcome 2	Māori Identity and Wellbeing
Auckland Plan	Outcome 3	Homes and Places
Auckland Plan	Outcome 4	Transport and Access
Auckland Plan	Outcome 5	Environment and Cultural Heritage
Auckland Plan	Outcome 6	Opportunity and Prosperity

121. Section 6.3.1 of the section 32 report considers the context of PPC70 against the Auckland Plan 2050. I accept in part the requestor's assessment. I agree that the Auckland Plan 2050 recognises that there will be a small amount of additional growth in the rural area outside of the urban footprint, This includes in smaller towns and villages outside of the two identified nodes of Warkworth and Pukekohe. And that provision for this additional residential growth will be focused in existing areas for countryside living.⁹
122. In regard to Outcome 4 Transport and Access, I consider that the proposed rezoning and 16 lot subdivision may encourage car dependency given the location. And therefore will not necessarily 'increase genuine travel choices'.¹⁰ However, the proposed residential development may provide potential users of, and customers to support, existing retail and community services, including bus services within the vicinity of Kaukapakapa. This matter is discussed further in Section 8 Assessment of Effects and Section 11 Analysis of submissions.
123. Recognising the value of Auckland's cultural heritage and the importance of its protection is a core component of Outcome 5 Environment and Cultural Heritage. While the section 32 report does not discuss this matter in the context of the Auckland Plan, there is some discussion in relation to archaeology (Section 9.3) and cultural values (Section 9.4).

7.9 Any relevant management plans and strategies prepared under any other Act

124. Other relevant plans and strategies considered under PPC70 is summarised in Table 11 below.

Table 11: Any relevant management plans and strategies prepared under any other Act

Relevant Act/Policy/Plan	Section	Matters
Rodney Local Board Plan 2020	Outcome 1 Outcome 3	Safe, improved transport options connect our communities Infrastructure and development meets the needs of our growing communities
Rodney West Local Paths (Greenways) Plan 2019	Section 3.5	Proposed Greenway Network Plan Map 2 of 6: Helensville, Parakai and Kaukapakapa.

⁹ Outcome 3, Direction 1, Auckland Plan 2050, page 205.

¹⁰ Outcome 4, Direction 2, Auckland Plan 2050, page 119.

Rodney Local Board Plan 2020

125. The section 32 report does not include a discussion on the Rodney Local Board Plan 2020.
126. The sections of the Rodney Local Board Plan 2020 that are most relevant to PPC70 are Outcome 1 and Outcome 3. In regard to Outcome 1, it is recognised that the Rodney Local Board area is different to most other areas of Auckland in that much of it is rural. Public transport options are few and residents must often rely on private vehicles. The objectives of outcome 1 are:
- Our roads are safe and well-maintained and have the capacity to meet the demand of users
 - Public transport is a viable option for getting around
 - Our communities are well connected by safe and accessible footpaths, cycleways, trails and bridleways.
127. The associated key initiatives are to improve road safety, advocate for, or fund further improvements and expansion of Rodney bus services, and advocate and support the delivery of walkways, trails, and bridleways, as guided by greenways plans.
128. In regard to Outcome 3, it is recognised that the Rodney Local Board area experienced the second-highest growth rate of any local board between 2013 and 2018, growing 21 per cent. And that well-planned growth can bring community benefits including improved facilities, infrastructure and transport. A relevant objective of Outcome 3 is that 'Our villages and towns retain their individual character and heritage aspects, and development is sympathetic to the natural and existing built environment'.
129. Key initiatives include delivering village improvements including within Kaukapakapa, and advocating for improved design standards for roading, cycling and pedestrian networks in countryside living zones, and rural and coastal towns.
130. I consider that PPC70 is generally consistent with the Rodney Local Board Plan in that PPC70 provides for a small amount of additional growth that may support community facilities and infrastructure within the vicinity, including transport.
131. The Rodney Local Board has provided its views on PPC70 (refer to Section 9.2 of this report). I have not provided any comment on these as it is the view of the local board. The Rodney Local Board will be able to present its views at the hearing if one is required.

Rodney West Local Paths (Greenways) Plan 2019

132. The section 32 report does include a statement in relation to the Rodney West Local Paths (Greenways) Plan 2019 (Greenways Plan). Section 8.1 of the section 32 report states:

The Rodney West Local Paths (Greenways) Plan adopted June 2019 is used by KARRA¹¹ as a guidance for provision of greenways within Kaukapakapa...

A pedestrian walkway has been established along the eastern aspect of Awatiro Drive which provides a pedestrian connection between the Plan Change area and the southern township of Kaukapakapa as shown in Figure 7 overleaf. Provision for a future pedestrian link has been provided between properties addressed as 1 and 2; and 20 and 22 Awatiro Drive and is shown in Figure 7 overleaf. Provision for this pedestrian linkage will be discussed in future with the applicant and the KARRA.

¹¹ Kaukapakapa Area Residents and Ratepayers Association

133. I consider that PPC70 is generally consistent with the Rodney West Local Paths (Greenways) Plan (Greenways Plan). Provision for pedestrian linkages to the Kaukapakapa River esplanade reserve, which is shown in the Greenways Plan as an express path – open space, were incorporated into the earlier subdivision to the north of the PPC area. Footpaths were also provided on the new local roads (Awatiro Drive and McLennan Farm Lane).
134. The Rodney Local Board has provided its views in Section 9.2 below, including a view on the Greenways Plan. I have not provided a comment as these are the views of the local board. And the Rodney Local Board will be able to present its views at the hearing if one is required.
135. PPC70 is not seeking any changes to the AUP other than the zone and the consequential removal of the subdivision variation control. While the proposed rezoning will enable subdivision, development and use, no development details have been provided with the request. The appropriate stage at which to consider design details of a proposal is at the subdivision consent, along with any required resource consents.
136. However, I consider that clarity is required around the statement of ‘future pedestrian links’, identified in paragraph 133 above and Figure 4 below. The land within this link has been vested in Auckland Council as part of the previous subdivision.
137. I also understand that there have been discussions with Auckland Transport regarding a pedestrian bridge connection over the stream as part of the relief sought in Auckland Transport’s submission. I have not been involved in these discussions and therefore consider it appropriate that the requestor provide additional information in relation to this matter.
138. In addition, the decision on a connection will need to be made by Auckland Council as the landowner, including the Rodney Local Board and/or any relevant department that has responsibility for the council-owned land. This matter is also discussed below in paragraphs 160 to 164.

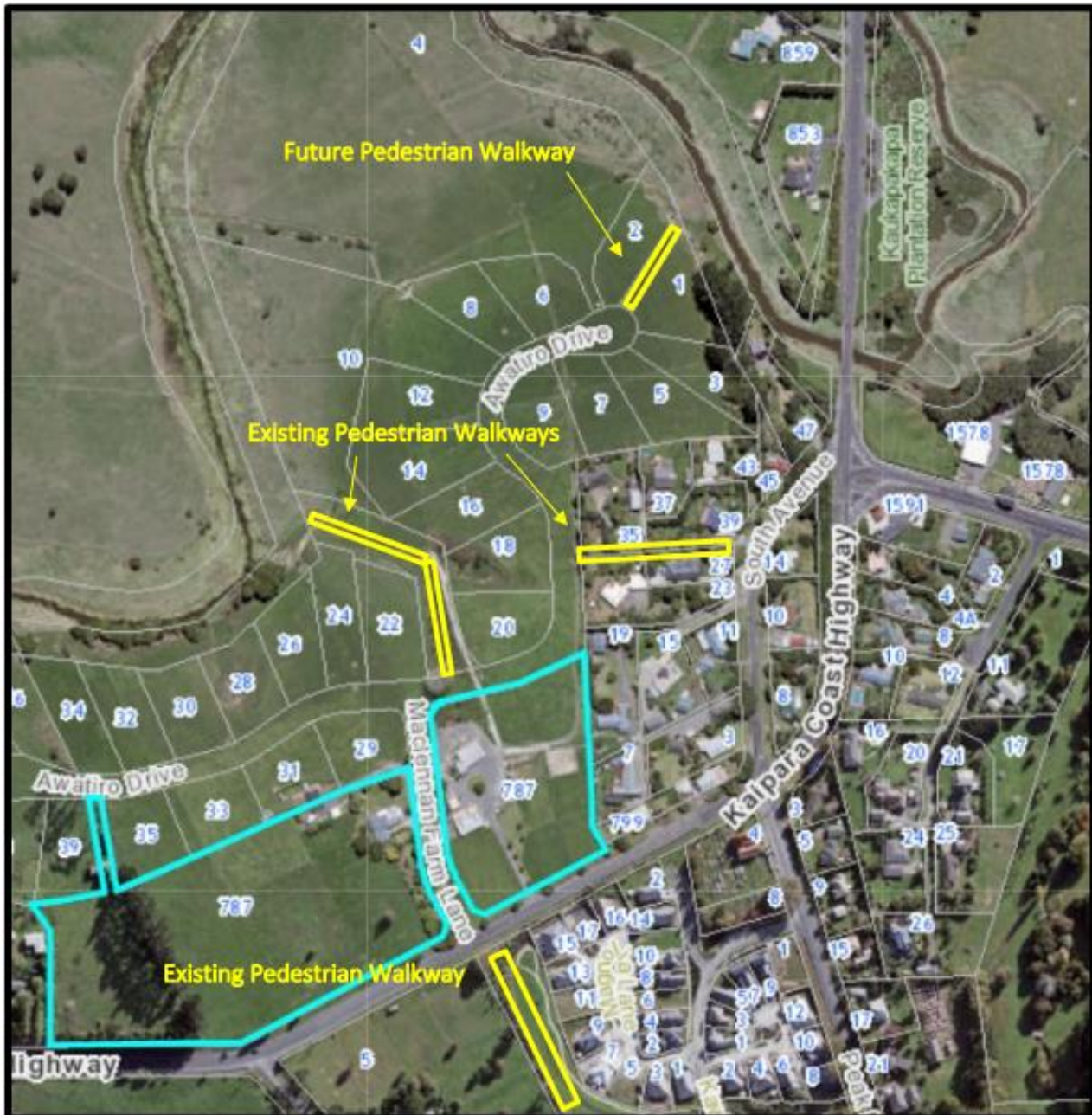


Figure 4: Aerial image showing location of existing pedestrian walkways between Riverview Estate, the Kaukapakapa River open space esplanade, and South Avenue (Section 32 report, Figure 7, page 24).

7.10 Non-statutory plans

Kaukapakapa Structure Plan 2010

139. The Kaukapakapa Structure Plan 2010 (the structure plan) is a non-statutory plan which provides a framework for the integration of the physical components of future land development (i.e. land uses, road) within Kaukapakapa. The structure plan also serves as a strategic basis for pro-actively managing the effects of future development by being a policy instrument against which to assess plan changes, other policies, projects, budgets, and statutory obligations.
140. At the time the structure plan was adopted, it was recognised that the southern township of Kaukapakapa had land 'for urban expansion vastly in excess of even very long term

requirements'.¹² However, there was no available land zoned for residential (lifestyle living) opportunities in the south and that additional township residential zoning was also required to cater for future demand.¹³ The structure plan also acknowledged that the northern township of Kaukapakapa had little land for urban expansion, being bounded by hills and the floodplain.

141. The structure plan proposed to introduce new rural-residential areas around the southern township (Township – Residential and Countryside Living zones). The AUP zones of Residential – Rural and Coastal Settlement and Rural – Countryside Living generally reflects the extents of those proposed zones in the structure plan. As discussed previously in paragraph 92, both sites within the PPC area were part of larger parcels that had a split zoning of Residential – Rural and Coastal Settlement and Rural – Countryside Living zones.
142. An additional area of land on the northern part of 787 Kaipara Coast Highway was included through the AUP submission process. The submission being accepted in part for the additional land to be rezoned for the reason that 'the Kaukapakapa Structure Plan (2010) identified this property as being suitable for low density urban expansion on land that is clear of flooding'. The same reasoning could be applied to the PPC area. There is also no significant reduction of the land zoned for Rural – Countryside Living purposes given the site sizes and the dissection of 787 Kaipara Coast Highway with Maclennan Farm Lane splitting the site into two parcels of 1.3ha and 3ha.
143. Section 6.5.1 of the section 32 report contains a discussion on the structure plan. I agree that the PPC request would provide for development that is reflective of the existing character of the southern township, and in particular to that of the previous subdivision to the north of the PPC area.
144. Rezoning the PPC area to Residential – Rural and Coastal Settlement zone with adjacent sites, outside of the PPC area, zoned Rural – Rural Production zone is also a similar pattern of zoning within Kaukapakapa both to the north and east of the PPC area.

8. Assessment of effects on the environment

145. Clause 22 of Schedule 1 to the RMA requires private plan changes to include an assessment of environmental effects that are anticipated by the Plan Change, taking into account clause 6 and 7 of the Fourth Schedule of the RMA.
146. An assessment of actual and potential effects on the environment ("AEE") is included in the report titled Riverview Properties Limited Private Plan Change Request Section 32 Assessment Report by The Planning Collective dated 15 July lodged with PPC70.
147. The submitted AEE identifies and evaluates the following actual and potential effects:
 - Character Values
 - Effects on Ecology
 - Archaeology
 - Cultural Values
 - Soil Contamination
 - Transport
 - Infrastructure
 - Geotechnical

¹² Auckland Council. Kaukapakapa Structure Plan Adopted September 2010, page 9.

¹³ Ibid., page 17.

148. In my view, the applicants AEE covers many of the positive and adverse effects. Where I agree with the AEE, I will state so and not repeat the assessment. There are effects where I disagree with the conclusions of the AEE and I will give reasons why. There are also additional effects which, in my opinion, need consideration. To this end I have categorised my assessment of effects using the headings below rather than the applicant's headings. In this section I firstly set out the applicant's assessment, then secondly, the council's expert views and lastly my own conclusions on each effect. In my view, the following headings cover the environmental effects relevant to the proposed private plan change:

- Transport
- Landscape/visual amenity
- Archaeology/Historic Heritage
- Cultural values
- Ecology
- Infrastructure
- Contaminated land
- Geotechnical

8.1 Transport Effects

Requestor's assessment

149. As stated in section 9.6 of the section 32 report (refer to Attachment 1) the applicant concludes that:

... the traffic impacts resulting from residential development of the Plan Change area would not require upgrades to the roading network in order to accommodate the additional traffic demand. In addition, it was noted that the proposed Plan Change would be generally in alignment with the overarching themes and strategic priorities of the relevant transport plans and policies.

Based on the findings of the expert analysis, it is evident that there is no traffic justification for declining the Plan Change proposal and the Request represents an efficient use of the land resource and existing infrastructure.

Specialist review

150. Mr Andrew Temperley, Auckland Council's traffic consultant, has considered the above report, the associated Integrated Traffic Assessment (Appendix 7 of the section 32 report) and the requestor's response to the RFI.

151. The RFI (refer to Attachment 2) requested further information on the following matters:

- potential transport outcomes of rezoning related to activities provided for by the proposed Residential – Rural and Coastal Settlement zone other than the residential 'lifestyle dwellings' that PPC70 seeks to enable
- reasoning for not including the subdivision and development that could also occur on 751 Kaipara Coast Highway in the ITA
- confirmation that the Jointly Owned Access Lots (if to be used by waste collection and other service vehicles) will be fit for purpose.

152. Mr Temperley did not request any additional information on the requestor's response to the RFI.

153. Mr Temperley considers 'overall given the scale and context of the development [provided for by PPC70], its transportation related effects on the adjoining network and adjoining settlement of Kaukapakapa are overall no more than minor'. Mr Temperley further considers that the trip

generation potential of the PPC area is unlikely to increase significantly over time, based on the scope and nature of land use activities permitted within the Residential-Rural and Coastal Settlement Zone.

154. Mr Temperley supports the assessment of cumulative transport effects from neighbouring future land use activities, such as future subdivision and development at 751 Kaipara Coast Highway, as part of the future consenting process for the development enabled by PPC70.

Planner's comments

155. I rely on the expertise of Mr Temperley in that the transport effects of PPC70 overall will be no more than minor. And that future access provisions and any potential traffic effects can be managed through the relevant provisions of the AUP in the subsequent subdivision consent and/or resource consents to develop the PPC area.

Alternative modes of transport

Requestor's assessment

156. Section 9.6 of the section 32 report also contains statements on alternative modes of transport, including public transport, walking and cycling. The requestor considers that the 'Plan Change area is well located in relation to the bus stops to service residential development anticipated through the Plan Change and proposed subdivision'.

157. In regard to walking and cycling, the section 32 report states:

In terms of walking and cycling, Maclennan Farm Lane provides a formed footpath on its eastern side, whilst Awatiro Drive provides a formed footpath on its southern side, however, none of the roads have dedicated cycling facilities as there is a sufficient level of safety to ride within the subdivision should this be desired. There is an existing walking connection provided from Awatiro Drive through to South Avenue. This route provides connection for pedestrians to walk to the township and the nearby bus stops. Therefore, it is considered that the proposed Plan Change is well located for pedestrian connectivity and encourage alternatively [sic] traffic modes such as walking and cycling.

Planner's comment

158. Auckland Transport, as is normal procedure before notification of a private plan change, also reviewed the lodged PPC request. As a result of AT's reviews, further information was requested as part of the RFI. The RFI matters raised by AT were:

- standard of public transport system including frequency, travel times, standard of bus stops and pedestrian access between the PPC area and the bus stops
- insufficient justification in the ITA in regard to PPC70 and its consistency with:
 - i. Auckland Plan 2050
 - ii. Government Policy Statement on Land Transport Funding
 - iii. Auckland Regional Land Transport Plan
 - iv. Auckland Regional Public Transport Plan
 - v. Auckland Unitary Plan RPS Objective B.3.3.1 (Transport)

159. No additional information was requested by Auckland Transport.

160. Auckland Transport has submitted on the private plan change request (Submission 3 - refer to section 11.3). Waka Kotahi's submission also raised matters relating to walking cycling and public transport connectivity (Submission 2 - refer to section 11.2). I understand that the requestor had a joint meeting with Auckland Transport and Waka Kotahi in regard to the relief sought in their submissions. This discussion has been documented in the further submission from Riverview Properties Limited (FS1). I have not been part of these discussions, and therefore consider that if there is any additional information relating to this matter then it is provided either in the requestor's evidence or at the hearing.
161. Mr Temperley supports discussions between the requestor and AT/Waka Kotahi in relation to enhancing walking, cycling and public transport connectivity.
162. Matters relating to Auckland Transport and Waka Kotahi's submissions have also been raised by the Rodney Local Board (refer to Section 9.2) of this report. Riverview Properties Limited, in its further submission, states that it will be offering to work with the local Residents and Ratepayers group to facilitate a walkway within a local reserve and bridge crossing over the Kaukapakapa River.
163. I consider consultation is required to be undertaken with the Rodney Local Board and/or any other relevant council department responsible for the land within the local reserve, to ensure there is consistency with the local board's Greenways Plan. And that there is agreement and/or approvals for any proposed walkway as the decision on what happens on the reserve land is from Auckland Council as the landowner. However, ongoing consultation is appropriate with Auckland Transport and Waka Kotahi if relevant to their assets. If a walkway connection was provided by the requestor, with the agreement of Auckland Council, then confirmation from Auckland Transport and Waka Kotahi would also be required that this would resolve the matters raised in their submissions.
164. As stated previously, PPC70 is relying on the provisions of the AUP to manage the effects of the subsequent development of the PPC area. PPC70 is not seeking any amendments to the AUP provisions apart from the underlying zone and the consequential removal of the subdivision variation control.
165. Relevant provisions of the AUP against which subsequent subdivision consents or resource consents would need to be assessed includes *Chapter E27 Transport. Policy E27.3(1)* requires subdivision, use and development which generates trips resulting in potentially more than minor adverse effects on the safe, efficient and effective operation of the transport network to:
- ...manage adverse effects on and integrate with the transport network by measures such as travel planning, providing alternatives to private vehicle trips, staging development or undertaking improvements to the local transport network.*
166. Note that there is further discussion on the relevant transport provisions in Section 7.6 of this report.

8.2 Landscape effects

167. The section 32 report does not specifically address the landscape and visual amenity effects of PPC70. 'Landscape' and 'character' are mentioned in various sections including Section 4 Site Location and Description, Section 5 Description of Plan Change Request, Section 6.4.1 Auckland Unitary Plan (Operative in part), and Section 9.1 Character Values.

Specialist review

168. Ms Sally Peake, Auckland Council's landscape consultant, has undertaken a review of the section 32 report, ecological assessment and the Kaukapakapa Structure Plan 2020. Ms Peake considers that 'the absence of a landscape assessment reduces the ability to fully assess the effects' of PPC70.

It should be noted that Ms Peake did not request any further information as part of the RFI. Ms Peake's comments are shown below:

A particular factor is the location and attributes/value of the land and landscape – as a natural feature and buffer between the floodplain and township to the north, and the rural area and rolling hills to the south.

It is also noted that the sensitivities of the landscape resulted in the planted bund and other controls being placed on the approved subdivision (and subsequent amendment).

Due to the height of the land and anticipated intensification through the proposed plan change, if consented, I consider the visual impacts of future development could also extend to properties and areas beyond the identified neighbours/properties.

However, I note that both the current zone and proposed zone have similar expectations with regard to landscape and rural character outcomes, and other than landform, the site is not particularly sensitive in terms of landscape quality and value.

I also note that there are shared objectives and policies around subdivision and the objectives and policies for the Residential- Rural and Coastal Settlement require that development maintains and is in keeping with the area's rural and coastal character, landscape qualities and natural features, and to be of a height and bulk and have sufficient setbacks and open space to maintain and complement the rural and coastal built character of the area.

I also consider that Kaipara Coast Highway provides a logical feature and separation between the Residential- Rural and Coastal Settlement and Rural – Countryside Living zones.

Generally, the proposed plan change meets the broad spatial development pattern anticipated by the Kaukapakapa Structure Plan and I note that the plan change is supported by the Kaukapakapa Residents and Ratepayers Association.

169. Ms Peake concludes that 'any proposed subdivision and/or resource consent will need to include an assessment of the landscape and visual effects'.

Planner's comment

170. I rely on the expertise of Ms Peake. I agree that any development provided for by PPC70's proposed rezoning to Residential – Rural and Coastal Settlement zone will require a similar landscape effects assessment against the provisions of the AUP as that required by the current Rural – Countryside Living zone. The appropriate process for this assessment is as part of any subsequent subdivision consent. It should be noted that one dwelling per site which complies with the relevant standards is a permitted activity in the Residential – Rural and Coastal zone and therefore may not require an assessment of the visual/landscape effects.

171. No submissions received on PPC70 raised issues relating to landscape effects.

8.3 Archaeology and historic heritage

172. In regard to the archaeology and historic heritage effects of PPC70, Section 9.3 of the requestor's report, and associated technical report from Clough and Associates Limited (refer to Appendix 5 of the section 32 report) states the following:

The site assessment did not identify any evidence of archaeological sites within the Plan Change area, and no archaeological sites had been previously recorded within the Plan Change area.

Therefore, it was concluded that the potential for recovering unidentified subsurface archaeological remains within the Plan Change areas would be low.

The report notes that buildings within the Plan Change area are modern, except for the villa at 751 Kaipara Coast Highway, which is reported to have been built in 1912 by the Drinnan sisters and has been modified, mainly within the last 20 years. The report noted that the subdivision of 751 Kaipara Coast Highway is not currently proposed, however should subdivision of this property occur in the future, as provided for through the proposed Plan Change, a heritage assessment of the villa by a built heritage specialist is recommended to determine its heritage values and appropriate mitigation. This is a matter we would expect to be picked up in the course of any subdivision application assessment and therefore no condition, rule or other mechanism is required as part of this Plan Change request to manage effects on built heritage.

Based on the expert analysis undertaken, it is evident that the proposed Plan Change will have no known effects on archaeological or other historic heritage values of the land contained within the Plan Change area and the existing legislative requirements set out in the Pouhere Taonga Act and the Unitary Plan will be sufficient to ensure effects on heritage and archaeological values will be less than minor.

8.3.1 Archaeology

Specialists review

173. Ms Rebecca Ramsay, council's archaeological expert, and Ms Megan Walker, council's built historic heritage expert, have reviewed the section 32 report, the supporting technical report from Clough and Associates Limited and the requestor's response to the RFI.
174. Regarding the archaeological effects of PPC 70, Ms Ramsay concurs with the conclusions of the archaeological assessment prepared by Clough and Associates. No scheduled or unscheduled archaeological sites are previously recorded within the Plan Change area and no new sites were identified through field survey. Overall, it is considered the risk for unidentified subsurface archaeological evidence to be present is low. These conclusions are further supported in the Heritage New Zealand Pouhere Taonga submission.
175. Ms Ramsay supports the Clough and Associates recommendations that archaeological effects can be managed through the AUP (OP) Accidental Discovery Rule provisions and any requirements under the Heritage New Zealand Pouhere Taonga Act (2014). Heritage New Zealand Pouhere Taonga are also supportive of these recommendation as outlined in their submission.

Planner's comments

176. I rely on the expertise of Ms Ramsay in that the risk of archaeological effects of PPC70 are low.
177. The requestor is relying on the provisions of the AUP to manage any potential adverse effects associated with the development provided by PPC70.
178. I agree with the applicant's report in that there are no sites and places of significance to Mana Whenua, scheduled historic heritage or archaeological sites identified in the AUP. However, there is still the possibility of accidental discovery of historic heritage, and kōiwi, archaeology or artefacts of Māori origin.
179. *Chapters E11: Land Disturbance – Regional and E12: Land disturbance – District* of the AUP relates to the management of the adverse effects of land disturbance, such as the amount of sediment generated through erosion and discharged into water bodies during earthworks. The management

of land disturbance during earthworks extends to the impact on historic heritage, special character and Mana Whenua cultural heritage.

180. Policies 11.2(a) and 12.3(2)(b) require the avoidance, remediation or mitigation of adverse effects on accidentally discovered sensitive material. Policies 11.3(3) and 12.3(4) require the management of earthworks on Mana Whenua cultural heritage that is discovered during land disturbance.
181. I am satisfied that the provisions of *E11: Land Disturbance – Regional* and *E12: Land Disturbance – District*, and relevant standards of the AUP are appropriate to deal with accidental discovery as part of a resource consent process for development of the site.

8.3.2 Historic Heritage

Specialist review

182. In regard to historic heritage, Ms Walker generally concurs with the Clough and Associates assessments in regard to the villa on 751 Kaipara Coast Highway. Ms Walker considers the Clough and Associates assessment covers the values of the villa well, with the exception of its 'physical attributes.' She notes that without visiting the property, it is difficult to assess this value accurately.
183. Ms Walker has also undertaken additional research and considers that the villa 'has clearly been substantially modified and it is unlikely to meet the threshold to be scheduled as a historic heritage place.' Due to the level of modification of the villa, Ms Walker does not consider a further assessment would reveal further values.

Planner's comment

184. I rely on the expertise of Ms Walker in that the villa, that subject to visiting the property, is unlikely to meet the threshold to be scheduled in the AUP as a historic heritage place.
185. Heritage NZ Pouhere Taonga lodged a submission (Submission 1 – refer to section 11.1). The relief sought includes the provision of a heritage assessment of the villa at 751 Kaipara Coast Highway. The purpose of the heritage assessment is to establish the age of the villa, its heritage values and confirm that it is not an archaeological site.
186. Archaeology is discussed above in section 8.3.1. I have no further comments to add.
187. In regard to historic heritage, the requestor is relying on the provisions of the AUP to manage any potential adverse effects. While the proposed rezoning enables subdivision, use and development, subdivision consents and/or resource consents will be required to undertake any development on the site. *Objective B5.2.1(1)*¹⁴ of the AUP requires that 'significant historic places are identified and protected from inappropriate subdivision, use and development'.¹ An assessment against *D17 Historic Heritage Overlay* would also be required if it were determined that the villa has historic heritage values which meet the significance criteria to be scheduled in accordance with the policies in B5.2.2 Historic Heritage.
188. Riverview Properties Limited, the requestor, has lodged a further submission (FS1), including to Heritage NZ's submission (Submission 1) which raises matters relating to 751 Kaipara Coast Highway and the requirement for a historic heritage assessment. This subject is discussed further in Section 11.6 Analysis of Submissions.

¹⁴ B5 Ngā rawa tuku iho me te āhua – Historic heritage and special character.

8.4 Cultural values

Requestor's assessment

189. In regard to cultural values, section 9.4 of the section 32 report states:

It is noted that there are no known identified sites of significance or value to Māori within the Plan Change area. In addition, the Plan Change area is not located within, or adjacent to, a statutory acknowledgement area.

It is noted that the Kaukapakapa River situated north of the Plan Change area is identified as being within a Coastal Statutory Acknowledgement to Te Uri O Hau due to the river discharging to the Kaipara Harbour Coastal Area. The proposed Plan Change will have negligible effect on the mana whenua values of the Kaukapakapa River and Kaipara Harbour Coastal Area for reasons stated above, notably that the potential effects of land development activities on water quality will be managed through the subdivision consent by way of conditions relating to erosion and sediment control, permitted standards for onsite wastewater discharge and stormwater management.

The Plan Change area, and surrounding environment, is a heavily modified landscape associated with the residential development and farming activities. Consequently, the Plan Change proposal will not give rise to adverse effects on the cultural values of the Plan Change area and surrounding locality. As outlined in Section 8.3 of this report, the mana whenua groups will be consulted through the Plan Change process and will have the opportunity to provide their feedback to the proposed Plan Change.

Planner's comment

190. As stated above in paragraph 178, I agree with the requestor that there are no known identified sites and places of significance to Mana Whenua shown in the AUP. And that I consider any potential effects of development provided by PPC70 can be appropriately managed through the relevant provisions of the AUP.
191. The requestor has identified the iwi authorities with an interest in the area of the PPC, and the potential areas of the development that may be of interest in Section 8.3 of the section 32 report. However, the requestor has not provided a cultural values assessment with the request. Instead, relying on Auckland Council to undertake the consultation with iwi authorities with an interest in the area of the PPC.
192. This matter is discussed above in paragraphs 104 to 109 of this report and was raised as a matter requiring further information as part of the RFI. In summary, for private plan changes, it is the responsibility of the requestor in its section 32 report to include details of any consultation undertaken, the advice received, and a summary of any changes made to the request as a result of that advice.
193. As stated in paragraph 107, Auckland Council is required to inform relevant iwi authorities of the private plan change request and to provide a copy. This is normally done at the time of notification of the private plan change request. However in this case, prior to notification, a letter was forwarded to iwi authorities with an interest in the PPC area on 15 November 2021. Another letter was sent on 27 January 2022 advising of the public notification of the request. The 20 working day submission period was extended for a further 10 working days to provide adequate opportunity for iwi authorities to lodge a submission if they wished to. A follow up letter during the submission period was sent on 28 February 2022 advising of the submission closing date. While there were several responses, as outlined in paragraphs 106 to 109, no submissions were received from iwi authorities.

194. Riverview Properties Limited, the requestor, has lodged a further submission (FS1), including to Heritage NZ's submission (Submission 1) which raises matters relating to the requirement for a cultural values assessment. This subject is discussed further in Section 11 Analysis of Submissions. The further submission does state that the requestor has been in discussion with Heritage NZ in regard to the relief sought in its submission. I have not been part of these discussions, and therefore consider that if there is any additional information relating to this matter then it is provided either in the requestor's evidence or at the hearing.

8.5 Ecology

Requestor's assessment

195. In regard to ecology, Section of 9.2 of the section 32 report concludes:

On the basis of the expert analysis, it is evident that the proposed level of residential development enabled through the Plan Change process will not give rise to adverse effects on the ecological values of the site and receiving environment that will be minor or more than minor. The level of adverse effects of the proposal on ecological values are deemed to be negligible.

Specialist review

196. Mr Mark Lowe, Auckland Council's consultant ecologist, has undertaken a review of the section 32 report and associated technical report (refer to Appendix 4 of the section 32 report).¹⁵ Mr Lowe did not request any further information as part of the RFI. Mr Lowe's comments, in an email dated 11 August 2021, are shown below:

Given the evidence presented, I concur with the applicants conclusions that there are no wetlands or intermittent or permanent streams on the subject sites.

The application has not commented on the actual or likely presence of natural wetlands within 100 m of the site. However, from my own desktop assessment I do not anticipate there to be such features.

However, if present, this may have implications on resource consent triggers as a result of diversion and discharge of water (including stormwater and wastewater).

If necessary, these activities and effects can be considered at a resource consent stage as a non-complying activity under the NES:F. In my opinion, there would be no fundamental reasons why such effects could not be appropriately managed.

Also, given the evidence presented, I concur that the ecological value of the vegetation present on site is 'low' at best.

The plan change application is for a change in zoning with no proposed amendments to provisions or rules that would alter how any ecological effects would be managed or assessed. This coupled with the paucity of ecological values on the site means I have no concerns from an ecological perspective on the proposed plan change.

Planner's comment

197. I rely on the expertise of Mr Lowe that PPC70 does not raise any concerns from an ecological perspective. And I agree that the potential ecological effects of any subsequent subdivision or

¹⁵ Bioresearches. 751 and 787 Kaipara Coast Highway, Kaukapakapa Private Plan Change and Subdivision Resource Consent: Assessment of Ecological Effects. April 2021.

development of the PPC area can be managed through the provisions of the AUP and the National Environment Standard for Freshwater Management as part of the consenting process.

8.6 Infrastructure

198. Section 9.7 of the section 32 report, and associated technical report (refer to Appendices 8 and 9 of the section 32 request) addresses the potential effect on infrastructure including water supply, wastewater management, and stormwater management.

Water Supply

Requestor's assessment

199. In regard to water supply, the section 32 report states:

No Council reticulated water supply is available to the Plan Change area.

Residential development of 787 Kaipara Coast Highway enabled by the Plan Change will utilise on site water tanks for the collection of roof water for potable and non-potable water supply.

Detailed design of the water supply for each residential lot will be detailed, designed and approved through the building consent stage for a residential dwelling on the site.

Dedicated fire-fighting water supply tanks will be provided as part of the residential development as detailed in Appendix 8.

Based on the expert information provided, it is evident that residential development enabled through the Plan Change will have adequate provision for water supply for private and fire-fighting usage.

Planner's comment

200. I accept the assessment and conclusions as stated above in paragraph 199.
201. A submission has been received from Fire and Emergency New Zealand (Submission 5) which raises the matter of water supply for fire-fighting (refer to Section 11.5). I do not know whether the requestor has been in discussion with the submitter though this matter has been addressed in the further submission from Riverview Properties Limited.

Wastewater management

Requestor's assessment

202. In regard to wastewater management, the section 32 report concludes that:

Based on the expert information provided, it is evident that residential development enabled through the proposed Plan Change will have adequate provision for on-site wastewater management.

Planner's comment

203. As stated in the section 32 report, the PPC area is situated outside of the Auckland area serviced by Watercare Services Limited wastewater collection network.
204. An assessment at the time of a subdivision or resource consent would need to consider Chapter E1 Water quality and integrated management and Chapter E5 On-site and small scale wastewater treatment and disposal. The provision of on-site wastewater management is also supported through the provisions of the proposed Residential – Rural and Coastal Settlement zone. Policy H2.3 requires minimum site sizes and limits to the scale and intensity of development for un-

serviced sites to ensure, amongst other matters, sites are able to accommodate on-site wastewater treatment and disposal.¹⁶

205. No submissions were raised on this matter.

Stormwater management

Requestor's assessment

206. In regard to stormwater management, the section 32 report concludes that:

Based on the expert analysis provided, it is evident that stormwater generated by residential development of 787 Kaipara Coast Highway as enabled through the proposed Plan Change can be effectively managed. To conclude, future development of 751 Kaipara Coast Highway enabled by the Plan Change will be assessed against the provisions of the Auckland Unitary Plan relating to stormwater management.

Specialist review

207. Susan Andrews, Auckland Council's Senior Healthy Waters specialist, has reviewed the section 32 report, associated technical reports and the response to the RFI. Ms Andrews relying on the advice of her colleague Kevin Fan, Senior Healthy Waters Specialist and catchment manager for the Kaukapakapa River catchment 'considers it appropriate to adopt the assessment and conclusions of the section 32 report, technical reports and response to RFI, except in the case of statements made in the section 32 report concerning the non-applicability of the Regionwide Stormwater Network Discharge Consent (NDC). She notes that as identified in the RFI a Stormwater Management Plan (SMP) is required for this site under the region wide NDC for greenfield development, and that the applicant has accordingly provided an SMP in response to the RFI.

208. Ms Andrews concludes that should the applicant seek to and achieve adoption of the SMP under the NDC in conjunction with the plan change, the SMP is sufficient to provide for the avoidance, remedy or mitigation of potential effects related to stormwater discharge and diversion associated with future development in the PPC area. In the alternative, if the applicant wishes to seek a private discharge consent the operative provisions in the AUP(OP) will be sufficient in achieving the same.

Planning review

209. I rely on the expertise of Ms Andrews in that either the SMP provisions if adopted under the NDC or the operative provisions in the AUP(OP)¹⁷ will be sufficient to avoid, remedy or mitigate potential effects related to stormwater discharge and diversion associated with any development in the PPC area. Therefore, I am satisfied that the SMP if adopted under the NDC or the operative provisions of the AUP(OP), as unaltered by PPC70, are the most appropriate way of achieving the objectives of the AUP(OP) and RMA. I consider that it is appropriate that the requestor confirms at the hearing which approach will be taken in regard to stormwater management.

210. No submissions were received on this matter.

¹⁶ H2 Residential – Rural and Coastal Settlement Zone. Auckland Unitary Plan (Operative in Part).

¹⁷ Chapter B – Regional Policy Statement: B7 Natural Resources; Chapter E Auckland-wide: Natural Resources – E1 Water Quality and integrated management and Chapter E8 Stormwater – Discharge and diversion.

8.7 Contaminated land

Requestor's assessment

211. Section 9.5 of the section 32 report, and the associated technical report (refer to Appendix 6 of the section 32 report) addresses soil contamination. In regard to contaminated land, the section 32 report concludes that:

... no new activities or industries listed in the HAIL have been undertaken on the site since the initial PSI (September 2016) that would warrant further investigation of the sites in terms of soil contamination. On this basis, it is concluded that it is highly unlikely that the Plan Change area poses a risk to human health of the environment by the rezoning of the sites from Rural - Countryside Living to Residential - Rural and Coastal Settlement. Based on this expert analysis, it is evident that the Plan Change are[a] is suitable for residential development in terms of the NESCS.

Specialist review

212. Mr Ruben Naidoo, Auckland Council's Specialist (Environmental Health), reviewed the section 32 report, associated technical report and response to the RFI. Mr Naidoo's comments, received in an email dated 17 August 2021, are as below:

I generally concur with the applicant, and recommend:

- 1. As the historical PSI (2016) has not been provided for review, I request that the applicant makes this available for review.*
- 2. If any future subdivision, change of land use or soil disturbance is proposed at 751 Kaipara Coast Hwy, further consideration to the NESCS and the AUP:OP will be required to support consenting requirements, and*
- 3. The location of the concentration of lead exceedance in a single sample collected from the truck stop area at 787 Kaipara Coast Hwy, needs to be identified in the future subdivision and earthworks on the site.*

Planner's comment

213. I rely on the expertise of Mr Naidoo in that PPC70 in itself does not pose a risk to human health in relation to contaminated land, as concluded by the requestor's assessment. I agree with Mr Naidoo that any subsequent subdivision consent or resource consent for development enabled by PPC70 will require an assessment against the relevant provision of the AUP and the NESCS.

214. Note that the requestor did provide the historical PSI in response to the RFI. Mr Naidoo did not request any additional information in relation to the RFI response.

215. No submissions were received on this matter.

8.8 Geotechnical

Requestor's assessment

216. Section 9.8 of the section 32 report, and associated technical report (refer to Appendix 10 of the section 32 report), addresses geotechnical effects. The section 32 report states:

A Preliminary Geotechnical Appraisal has been prepared by CMW Geosciences dated 9 April 2021 and is Appendix 10.

The findings of this report state that the Plan Change land is suitable for residential development. It was noted that other residential developments in the area have been completed utilising standard construction processes and foundation solutions, and that any potential soft soils or existing uncertified fill can be remediated during residential development of the sites through a site-specific geotechnical investigation and assessment. The gentle gradients of site and the expectation that minimal earthworks will be required, will mean that slope stability is not considered a significant geotechnical risk to the development.

The findings of the report clearly demonstrate that the Plan Change land is suitable for residential development which will be enabled by the proposed Residential - Rural and Coastal Settlement zoning. The proposed Plan Change would therefore be consistent with the NPS-UD which is focused on residential development within land suitable for residential development.

Specialist review

217. Mr Charlie Brightman, Auckland Council's Principal Geotechnical Specialist, reviewed the section 32 report and associated technical report. Mr Brightman did not request any further information. Mr Brightman comments, as received in an email dated 11 August 2021, are as below:

At the plan change stage, it is appropriate to comment on the suitability of the land for rezoning. We consider that the site is suitable to support the proposed private land change, provided that detailed assessments, specific engineering designs of earthworks, associated remedial measures, structures, infrastructure and appropriate construction methodologies are submitted for the resource consent application. We recommend that the resource consent stage is the most appropriate time to address the specific geotechnical issues on the site. Inputs from the Council geotechnical specialists will be required at the future resource and building consent stages.

The lodged documents contain sufficient information to able to fully assess the request.

We consider that the plan change request has identified the appropriate affected persons in relation to geotechnical effects, these being owners of neighbouring property. However, we do not have the expertise to determine whether the application should be processed as limited notified or whether the request should be fully notified. We recommend the Council planner determine this processing decision from the geotechnical perspective based on the contents of this memo.

There is no need for further geotechnical information at the proposed private plan change stage. The reviewed CMW technical report is adequate, and we do not need to request further information. However, any further resource consent application will require further ground investigation and geotechnical assessment to confirm ground conditions at the site and identify geotechnical hazards to the appropriate level of detail required by the Auckland Unitary Plan.

Planner's comment

218. I rely on the expertise of Mr Brightman, in that the land within the PPC area is geotechnically suitable to support the rezoning of the land as sought through PPC70. I agree that the appropriate time to address specific geotechnical issues on the land within the PPC area is undertaken as part of the assessment required through subsequent subdivision consent and resource consent processes.

219. No submissions were received on this matter.

8.9 Positive effects

220. The section 32 report does not specifically address the positive effects of PPC70. There is a statement in Section 12. Conclusion that:

Based on an assessment of environmental effects supported by specialist technical assessment, it is concluded that the Request will have positive effects on the environment in terms of social and economic well-being of the community. Any potential adverse effects can be managed through the application of the AUP zoning and Auckland-wide provisions.

221. I agree with the requestor that PPC70 will have a localised positive effect in that the development enabled by PPC70 does have the potential to provide additional users of local facilities and businesses. And that any potential adverse environmental effects can be managed through the provisions of the AUP and conditions on subsequent subdivision and/or resource consents.

9. Consultation

222. Section 8 Consultation and Engagement of the section 32 report discusses the consultation undertaken with the Kaukapakapa Residents and Ratepayers Association, Waka Kotahi and Mana Whenua as part of the preparation of the PPC request.

223. I have not repeated the section 32 report here. Instead I have limited the discussion of the consultation to Mana Whenua and the Rodney Local Board.

9.1 Mana Whenua

224. Section 8.3 Mana Whenua of the section 32 report identifies the relevant iwi with an interest in the area. And the potential areas of the development enabled by PPC70 that may be of interest to mana whenua. However, the requestor has not sought feedback from the identified iwi prior to the lodgement of the PPC request. Instead, relying on Auckland Council to undertake the consultation with iwi authorities with an interest in the area of the PPC.

225. This matter is discussed above in paragraphs 104 to 109 of this report and was raised as a matter requiring further information as part of the RFI. In summary, for private plan changes, it is the responsibility of the requestor in its section 32 report to include details of any consultation undertaken, the advice received, and a summary of any changes made to the request as a result of that advice. Auckland Council is required to inform relevant iwi authorities of the private plan change and to provide a copy, and to notify mana whenua with an interest in the area during public notification of the request.

226. While there were several responses to the various letters, as outlined in paragraphs 106 to 109, no submissions were received from iwi authorities. There was no advice received from iwi authorities on whether a hearings commissioner with an understanding of tikanga Māori and the perspectives of local iwi or hapū was required for the hearing of PPC70.

9.2 Local Board

227. Riverview Properties Limited did not consult with the Rodney Local Board.

228. I provided an information memo to the Rodney Local Board on 11 November 2021 after lodgement of the PPC request. The memo provided details of the PPC request and the next steps in the process in regard to the local board providing its views on PPC70 under the Local Government (Auckland Council) Act 2009.

229. A formal report was included in the local board's agenda for its business meeting on 24 April 2022. The report reiterated details of the PPC request, the submissions received and the themes raised in

those submissions. The report also provided the formal opportunity for the local board to provide its views through a resolution at the business meeting. The Rodney Local Board's resolution is shown below:

Resolution number RD/2022/1

MOVED by Member D Hancock, seconded by Member B Bailey:

That the Rodney Local Board:

- a) *provide local board the following views on private plan change 70 by Riverview Properties Limited for 751 and 787 Kaipara Coast Highway, Kaukapakapa*
 - i) *do not support proposed Private Plan Change 70 in its current state as it does not have the unconditional support of Waka Kotahi and Auckland Transport and does not adequately provide for walking, cycling and public transport connectivity*
 - ii) *note that the proposal does not fully align with the Government Policy Statement on Land Transport 2021, in regard to the strategic priorities as detailed in the submission by Waka Kotahi*
 - iii) *note that plan change 70 depends on existing pedestrian connections which are not fully and safely established, and in particular, the link between South Avenue to the 128 bus service does not provide a safe option for pedestrians*
 - iv) *note that there are no existing pedestrian or cycle connections to the northern township where the local school, gas station are located and the proposal depends on prospective future pedestrian connections which are not proposed to be provided through this development*
 - v) *seek that the applicant accept the offer of Waka Kotahi to partner and to provide safe pedestrian connections to public transport nodes in Kaukapakapa*
 - vi) *note that the application does not implement the formation of safe pedestrian accessways as identified through the Rodney West Local Paths (Greenways) Plan 2019*
 - vii) *note that the failure to address alternative transport options for Kaukapakapa residents means the proposed plan change will not enable the reduction of greenhouse gas emissions*
 - viii) *acknowledge that Auckland Transport seeks that the plan change application be declined due to unresolved transport issues*
- b) *appoint local board member D Hancock to speak to the local board views at a hearing on private plan change 70, if it is considered necessary by the local board*
- c) *delegate authority to the chairperson of Rodney Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the private plan change hearing.*

CARRIED

Planner's comment

230. I have no comment to add. The views above are that of the Rodney Local Board. The local board will have an opportunity to present its views at the hearing if one is required.

10. Notification and Submissions

10.1 Notification details

231. Details of the notification timeframes and number of submissions received is outlined below:

Date of public notification for submissions	27 January 2022
Closing date for submissions	11 March 2022
Number of submissions received	5
Date of public notification for further submissions	24 March 2022
Closing date for further submissions	7 April 2022
Number of further submissions received	1

232. There were no late submissions. Copies of the submissions are attached as Attachment 4 to this report.

11. Analysis of submission and further submissions

233. The following sections address the submissions received on PPC70. It discusses the relief sought in the submissions and makes recommendations to the Hearing Commissioners.

234. The submissions have been addressed separately as there were only five primary submissions and one further submission received on PPC70 (refer to Attachment 4).

235. Further submissions have been noted where relevant while recommendations on further submissions are made in accordance with the recommendation on the primary submission. There was only one further submission from Riverview Properties Limited (FS1).

11.1 Submission 1 - Heritage NZ Pouhere Taonga

Sub. No.	Summary of the Relief Sought by the Submitter	Further Submissions	Planners Recommendations
1.1	Accept the plan change subject to any amendments required from the heritage assessment and cultural values assessment.	<i>FS1 (provides response and does not state whether supports/opposes)</i>	Accept in part
1.2	A heritage assessment is to made available prior to decision making on the plan	<i>FS1 (provides response and does not state</i>	Reject

	change, of the villa and its setting allocated at 751 Kaipara Coast Highway, by a suitably qualified built heritage specialist/conservation architect and archaeologist to establish the age of the villa, its heritage values and confirm that it is not an archaeological site. The assessment should also include any mitigation measures considered appropriate to the proposed subdivision layout, including a proposed subdivision layout for 751 Kaipara Coast Highway, to ensure the retention of the identified values of the villa and its setting.	<i>whether supports/opposes)</i>	
1.3	A cultural values assessment is to be made available prior to decision making on the plan change for the entire Plan Change project area and any appropriate amendments to the subdivision layout to address any Māori cultural heritage values identified.	<i>FS1 (provides response and does not state whether supports/opposes)</i>	Reject

Discussion

236. The matters raised, in regard to historic heritage and cultural values assessments, in Heritage NZ's submission have been discussed above in Sections 7.6, 8.3, and 8.4. In those sections, I concluded that:

- that Policy B6.5.2(7)¹⁸ of the AUP, and section 32(4A) of the RMA, were not adequately addressed in the section 32 report
- additional steps were taken by Auckland Council, including an extended submission period, to ensure that there were opportunities provided to iwi authorities to comment and/or lodge a submission on PPC70
- as identified in the section 32 report, there are no known identified archaeological sites or sites and places of significance Mana Whenua shown in the AUP within the PPC area
- any potential effects of development enabled by PPC70 can be appropriately managed through assessments against the relevant provisions of the AUP. And any other regulatory

¹⁸ Chapter B6 Mana Whenua, Auckland Unitary Plan (Operative in Part)

requirements including the Heritage New Zealand Pouhere Taonga Act 2014, during the subsequent subdivision consent and resource consent processes.

237. The further submission from Riverview Properties Limited addresses the points raised in Heritage NZ's submission. The further submission does state that the requestor has been in discussion with Heritage NZ in regard to the relief sought in its submission. I have not been part of these discussions, and therefore consider that if there is any additional information relating to this matter then it is provided either in the requestor's evidence or at the hearing.
238. The further submission also raises the potential of a partial withdrawal of PPC70 to exclude 751 Kaipara Coast Highway from the PPC area if the relief sought in Heritage NZ's submission is not resolved.

Recommendations on submissions

239. That submissions 1.1 be accepted in part to the extent that PPC70 be approved, and 1.2 and 1.3 be rejected, for the following reasons:
- the appropriate time at which to undertake a heritage assessment of the villa at 751 Kaipara Coast Highway is during the subsequent subdivision and/or resource consent processes
 - Auckland Council's built heritage expert has agreed that the Clough and Associates assessment 'covers the villa well, with the exception of its 'physical attributes' and a 'further review, subject to a site visit, is unlikely to reveal further values'
 - while consultation with mana whenua was not undertaken by the requestor, there has been adequate opportunity for mana whenua to provide their views or to lodge a submission
 - the 'accidental discovery' rules in the AUP, along with the statutory requirements of the HNZPTA are required to be followed in the event that the accidentally discovered sensitive material is uncovered during earthworks or land disturbance.
240. There are no amendments associated with this recommendation.

11.2 Submission 2 - Waka Kotahi New Zealand Transport Agency

Sub. No.	Summary of the Relief Sought by the Submitter	Further Submissions	Planners Recommendations
2.1	Accept the proposed plan change subject to amendments.	<i>FS1 (provides response and does not state whether supports/opposes)</i>	Accept in part
2.2	That PC70 is not accepted in its current form unless the relief is provided that: addresses provisions for walking, cycling and public transport connectivity; and demonstrates that the effects of state highway noise will not impact human health by way of relief sought in the submission.	<i>FS1 (provides response and does not state whether supports/opposes)</i>	Reject

Discussion

241. The matter of provisions for walking, cycling and public transport connectivity has been addressed in sections 7.6 and 8.1 of this report. In those sections, I concluded that:

- if there is any further information to that provided in Riverview Properties Limited's further submission that would resolve the relief sought in Waka Kotahi's submission, that this be provided either in the requestor's evidence or at the hearing
- consultation should be ongoing with Waka Kotahi, and Auckland Transport, where relevant to their assets. Any consultation on provision for walking and cycling should also include the Rodney Local Board and/or any council department responsible for council-owned land i.e. local reserves, to ensure there is consistency with the local board's Greenways Plan.
- any potential effects of development enabled by PPC70 can be appropriately managed through assessments against the relevant provisions of the AUP as part of any subsequent subdivision consent.

242. The further submission from Riverview Properties Limited addresses the points raised in Waka Kotahi's submission. The further submission does state that the requestor has been in discussion with Waka Kotahi in regard to the relief sought in its submission. I have not been part of these discussions, and therefore consider that if there is any additional information relating to this matter then it is provided either in the requestor's evidence or at the hearing.

243. I also understand that the reverse sensitivity noise issue potential of Kaipara Coast Highway is being addressed, and assessed, through the lodged subdivision consent. However, I have not been involved in that separate statutory process.

Recommendations on submissions

244. That submission 2.1 be accepted in part, to the extent that PPC70 be approved, and submission 2.2 be rejected, for the following reasons:

- while PPC70 enables subdivision, development and use of the subject sites, the appropriate time at which to undertake an assessment of the traffic and noise effects is as part of the subsequent resource consent/s. The request is relying on the provisions of the AUP to manage any potential effects and is not seeking any other amendments to the AUP. I understand that the noise matter is being addressed in the lodged subdivision consent.
- a decision on the mitigation that would resolve the submission, such as the proposed connection, would require the involvement of Auckland Council as the landowner, the Rodney Local Board and any relevant Auckland Council department with responsibility for the reserve land proposed to be used for a connection
- within the PPC area, the lodged subdivision consent shows internal connections to footpaths and road infrastructure on Awatiro Drive and Maclennan Farm Lane. There are no connections directly to the Kaipara Coast Highway. The previous subdivision provided pedestrian connections to South Avenue (between 27 and 35 South Avenue), and the esplanade reserve adjacent to the river (between 1 and 2 Awatiro Drive and 20 to 22 Awatiro Drive). These connections, once constructed, will be able to provide alternative routes for pedestrians other than to the Kaipara Coast Highway.

245. There are no amendments associated with this recommendation.

11.3 Submission 3 - Auckland Transport

Sub. No.	Summary of the Relief Sought by the Submitter	Further Submissions	Planners Recommendations
3.1	Opposes the plan change and requests that it be declined.	<i>FS1 (provides response and does not state whether supports/opposes)</i>	Reject
3.2	The plan change does not give effect to the Regional Policy Statement (in the Auckland Unitary Plan (Operative in part)) because of its reliance on the private car for transport, lack of footpaths beyond the existing and proposed Riverview subdivision, its limited access to public transport, and lack of access to the town or village through a range of transport options including walking and cycling.	<i>FS1 (provides response and does not state whether supports/opposes)</i>	Reject

Discussion

246. The matter of provisions for walking, cycling and public transport connectivity has been addressed in sections 7.1 and 8.6 of this report. In those sections, I concluded that:

- if there is any further information to that provided in Riverview Properties Limited's further submission that would resolve the relief sought in Auckland Transport's submission, that this be provided either in the requestor's evidence or at the hearing
- consultation should be ongoing with Auckland Transport, and Waka Kotahi, where relevant to their assets. Any consultation on provision for walking and cycling should also include the Rodney Local Board and/or any council department responsible for council-owned land i.e. local reserves, to ensure there is consistency with the local board's Greenways Plan.
- any potential effects of development enabled by PPC70 can be appropriately managed through assessments against the relevant provisions of the AUP as part of any subsequent subdivision consent and resource consent processes.

247. The further submission from Riverview Properties Limited addresses the points raised in Auckland Transport's submission. The further submission does state that the requestor has been in discussion with Auckland Transport in regard to the relief sought in its submission. I have not been part of these discussions, and therefore consider that if there is any additional information relating to this matter then it is provided either in the requestor's evidence or at the hearing.

Recommendations on Submissions

248. That submission 3.1 and 3.2 be rejected for the following reasons:

- while PPC70 enables subdivision, development and use of the subject sites, the appropriate time at which to undertake an assessment of the traffic effects is as part of the subsequent subdivision and/or resource consent stage. The request is relying on the provisions of the AUP to manage any potential effects and is not seeking any other amendments to the AUP.
- it is acknowledged that the PPC as lodged did not fully consider regional policy provisions in relation to alternative modes of transport and connectivity. However, the requestor provided additional information through the RFI and the associated technical report was updated to reflect the further information sought by Auckland Transport prior to notification of the request
- a decision on mitigation that would resolve the submission, such as any connections requires the involvement of Auckland Council as the landowner, including the Rodney Local Board and any relevant Auckland Council department with responsibility for the reserve land proposed to be used for a connection.
- within the PPC area, the lodged subdivision consent shows internal connections to footpaths and roading infrastructure on Awatiro Drive and Maclennan Farm Lane. There are no connections directly to the Kaipara Coast Highway. The previous subdivision provided pedestrian connections to South Avenue (between 27 and 35 South Avenue), and the esplanade reserve adjacent to the river (between 1 and 2 Awatiro Drive and 20 to 22 Awatiro Drive). These connections, once constructed, will be able to provide alternative routes for pedestrians other than to the Kaipara Coast Highway.

249. There are no amendments associated with this recommendation.

11.4 Submission 4 – Riverview Estates Limited

Sub. No.	Summary of the Relief Sought by the Submitter	Further Submissions	Planners Recommendations
4.1	Approve the plan change without any amendments	<i>FS1- Supports</i>	Accept

Discussion

250. The support for the approval of the plan change without any amendments is noted.

Recommendations on Submissions

251. That submission 4.1 be accepted in that PPC70 is approved without any amendments.

252. There are no amendments associated with this recommendation.

11.5 Submission 5 – Fire and Emergency New Zealand

Sub. No.	Summary of the Relief Sought by the Submitter	Further Submissions	Planners Recommendations
5.1	Approve the plan change with amendments	<i>FS1 (provides response and does not state whether supports/opposes)</i>	Accept in part
5.2	If the plan change is approved it is requested that Fire and Emergency's	<i>FS1 (provides response and does not state</i>	Reject

	requirements in relation to access to firefighting water supply on Lot 1, Lot 7 and Lot 9 are carried forward into the subdivision approval process.	<i>whether supports/opposes)</i>	
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Discussion

253. The matter of firefighting water supply has been addressed in paragraphs 199 to 201 above. In summary, the requestor has stated in the section 32 report that ‘the residential development enabled through the Plan Change will have adequate provision for water supply for private and fire-fighting usage’.
254. The submission is acknowledged. I consider that the subsequent subdivision consent process is the appropriate time to address this matter. Standard E38.6.3¹⁹ in the AUP requires that:
- where no reticulated water supply is available, sufficient water supply and access to water supplies for firefighting purposes in accordance with the NZ Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 must be provided.*
255. Riverview Properties Limited’s further submission addresses Fire and Emergency Services submission and the relief sought. The further submission states that ‘provision for firefighting water supply has been addressed in the subdivision consent BUN60385482 which will be accessible to Fire and Emergency without fences or other obstructions as was achieved in the Stage 1 development.’

Recommendations on Submissions

256. That submission 5.1 be accepted in part to the extent that PPC70 be approved without the amendments sought by Fire and Emergency New Zealand for the following reason:
- the appropriate time in which to address this matter is during the subsequent subdivision consent. The approval of PPC70 is a ‘stand-alone’ decision and cannot direct the undertaking of an action in the separate statutory process for a subsequent resource consent.
257. That submission 5.2 be rejected for the following reason:
- the appropriate time to address this matter is during the subsequent subdivision consent where this matter will be assessed against the relevant provisions of the AUP.
258. There are no amendments associated with this recommendation.

12. Conclusions

259. Having considered all of the information provided by the requestor, carried out an assessment of effects, reviewed all relevant statutory and non-statutory documents and made recommendations on submissions, and subject to any additional information to resolve the submissions from Heritage NZ, Auckland Transport and Waka Kotahi, I recommend that PPC70 should be approved as notified.

¹⁹ Chapter E38 Subdivision – Urban. Auckland Unitary Plan (Operative in Part).

260. PPC70 enables the subdivision, development and use of the PPC area in accordance with the objectives, policies and standards of the proposed Residential – Rural and Coastal Settlement zone. However, the potential adverse environmental effects of the enabled subdivision, development and use will require assessment and be managed through conditions on subsequent subdivision and/or resource consents. Therefore, I consider that PPC 70 as notified, subject to any additional information, will:

- give effect to Part 2 of the RMA
- give effect to the NPS-UD, in particular Policy 1(a)(i) to enable a variety of homes that meet the needs, in terms of type, price, and location of different households
- give effect to the NPS-FM, in particular Objective 1 in ensuring that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies; the health needs of people; and the ability of people and communities to provide for their social, economic and cultural well-being, now and in the future
- be consistent with Auckland Unitary Plan Regional Policy Statement, regional, and district plan level objectives and policies of the AUP
- be consistent with the Auckland Plan in providing for a small amount of additional growth in villages and towns outside the identified node of Warkworth.


13. Recommendations

261. That, the Hearing Commissioners accept or reject submissions (and associated further submission) as outlined in section 11 of this report.

262. That, as a result of the recommendations on the submissions, PPC70 be **approved** and the Auckland Unitary Plan (Operative in Part) 2016 be amended by:

- rezoning the land at 751 and 787 Kaipara Coast Highway, Kaukapakapa from Rural – Countryside Living Zone to Residential – Rural and Coastal Settlement Zone as proposed by PPC70. And as shown in the requestor’s ‘Plan of Proposed zoning Pattern’ (Appendix 2 of the section 32 report)
- removing the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living from 751 and 787 Kaipara Coast Highway, Kaukapakapa, as the control will no longer be relevant to the subject sites under the proposed rezoning.

14. Signatories

Name and title of signatories	
Author	<p>Jo Hart - Senior Policy Planner , Planning – Regional, North, West, and Islands</p> 

Reviewer /
Approved for
release

Peter Vari – Team Leader, Planning - Regional, North, West, and Islands

P Vari

APPENDIX TWO

CLAUSE 23 FURTHER INFORMATION REQUEST AND RESPONSE

24 August 2021

The Planning Collective
PO Box 591
Warkworth 0941

Attention: Burnette O'Connor

Issued via email: burnette@thepec.co.nz

Dear Burnette,

RE: Clause 23 further information request – 751 and 787 Kaipara Coast Highway, Kaukapakapa private plan change request

Further to your private plan change request under clause 21 of Schedule 1 of the Resource Management Act 1991 (**RMA**) in relation to 751 and 787 Kaipara Coast Highway, the council has now completed an assessment of the information supplied.

Pursuant to clause 23 of Schedule 1 of the RMA, as set out in Attachment 1 to this letter, the council requires further information to continue processing the private plan change request.

The table in Attachment 1 of this letter sets out the nature of the further information required and reasons for its request. Please note that there are also some advisory notes which do not form part of the clause 23 request.

Should you wish to discuss this matter to clarify points in this letter please do not hesitate to contact me.

Kind regards,



Jo Hart
Senior Policy Planner
Plans & Places Department
021 948 783

Attachments:

Attachment 1 – Further information requested under clause 23 of Schedule 1 of the Resource Management Act 1991

Appendix 1:

Further information requested under Clause 23 First Schedule of the Resource Management Act 1991

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Contaminated land 7

Stormwater and flooding matters – Healthy Waters 7

#	Category of information	Specific Request	Reasons for request
Planning, statutory and general matters – Jo Hart, Plans & Places			
P1	Iwi consultation	Please provide an explanation for the statements made in the section 32 report in regard to ‘cultural values’ when iwi views, have not been sought on the private plan change request prior to lodgement.	<p><i>Section 9.4 Cultural Values of the section 32 report states that ‘the proposed Plan Change will have a negligible effect on the mana whenua values of the Kaukapakapa River and Kaipara Harbour Coastal Area’ and that ‘the Plan Change proposal will not give rise to adverse effects on the cultural values of the Plan Change area and surrounding locality’.</i></p> <p><i>Regional Policy Statement B6 Mana Whenua Policy B6.5.2.7 requires that all plan changes provide a Maori cultural assessment.</i></p> <p><i>The section 32 report does identify the nine iwi which have an interest in the area. Section 8.3 Mana Whenua states ‘we anticipate mana whenua groups will be consulted by the Auckland Council through the Plan Change process’. However, as this is a</i></p>

#	Category of information	Specific Request	Reasons for request
			<p><i>private plan change request, this will be through the notification process, rather than through consultation, where any submitters, including the iwi identified in the section 32 report, will have 20 working days in which to lodge a submission.</i></p> <p><i>It is normal practice at a pre-application meeting, if it is not clear that the requester intends to undertake iwi consultation, to provide advice that the private plan change requester undertake consultation or provide a copy of the private plan change request to the relevant iwi for their views. No pre-lodgement meeting for this private plan change request was sought.</i></p> <p><i>Mana Whenua consultation in regard to freshwater/stormwater is also a specific outcome of the Auckland Region-wide Network Discharge Consent (NDC).</i></p> <p><i><u>Note:</u> It is agreed that there are no known identified sites of significance shown on the AUP GIS viewer layers in the private plan change request area.</i></p>
P2	National Policy Statement on Urban Development 2020	<p>Please provide an assessment which considers the following:</p> <ul style="list-style-type: none"> • definition of 'urban environment' and whether it applies in the context of the private plan change request • NPS:UD Policy 1 (c), (e), and (f) in relation to 'well-functioning urban environment' in the context of the private plan change request. 	<p><i>The section 32 report states that the private plan change request is appropriate, and consistent with, the National Policy Statement on Urban Development 2020 objectives and policies.</i></p> <p><i>The definition of 'urban environment' in the NPS:UD 'means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:</i></p> <ul style="list-style-type: none"> <i>(a) is, or is intended to be, predominantly urban in character; and</i> <i>(b) is, or is intended to be, part of a housing and labour market of at least 10,000 people'.</i> <p><i>The proposed Residential – Rural and Coastal Settlement Zone applies to 'rural and coastal settlements in a variety of environments'. The objectives, policies and standards of the Residential – Rural and Coastal Settlement Zone seek to limit 'lot sizes and/or</i></p>

#	Category of information	Specific Request	Reasons for request
			<p><i>development to avoid, remedy or mitigate existing or potential adverse effects on water and land and to maintain rural and coastal character’.</i></p> <p><i>Map 16 (Future Urban) of the Auckland Plan 2050 identifies, amongst other matters, areas of existing areas of urban land as well as future urban areas. While Helensville to the south, has both existing urban areas and future urban areas identified, Kaukapakapa is identified as ‘rural’.</i></p> <p><i>Map 18 Rural also identifies Kaukapakapa as being a ‘rural settlement’ surrounded by ‘countryside living’ and ‘rural production’. The Auckland Plan does state that some growth is anticipated in smaller towns and villages outside of the two identified rural nodes of Warkworth and Pukekohe.</i></p>
<p>Traffic matters – Traffic Planning Consultants Limited and Auckland Transport</p> <p>Review of Integrated Traffic Assessment (Stantec)</p>			
T1	Potential transport outcomes of rezoning	Please confirm that the private plan change request is being sought to enable the development of residential ‘lifestyle’ dwellings rather than the wider scope of activities which are provided for in the proposed rezoning of the sites to Residential – Rural and Coastal Settlement Zone.	<p><i>Table H2.4.1 of the Auckland Unitary Plan outlines a number of activities which are permitted, discretionary or restricted discretionary within the Residential – Rural and Coastal Settlement Zone, which are not considered within the ITA.</i></p> <p><i>The ITA should include a range of potential land-use scenarios, and their effects upon traffic patterns and generation if the anticipated land use includes additional activities provided for under the Residential – Rural and Coastal Settlement Zone. This would be required to understand the potential long-term transport effects which could result from the rezoning, in the context of the longer-term growth of Kaukapakapa.</i></p>
T2	Scope of assessment to	Please provide reasoning for not including the subdivision and development that	<i>While it is acknowledged in the Section 32 that there is ‘no intention to further develop the property at 751 Kaipara Coast Highway’, the assessment of traffic effects should</i>

#	Category of information	Specific Request	Reasons for request
	support private plan change request	could also occur on 751 Kaipara Coast Highway, Kaukapakapa.	<p><i>take into account the subdivision and development that could occur on 751, not just the 16 sites proposed for 757.</i></p> <p><i>This is required to gain a holistic picture of the cumulative transport effects of the potential development that could occur under the proposed rezoning of both of the sites to Residential – Rural and Coastal Settlement Zone.</i></p>
T3	Section 2.1.2 Existing Road Network	General comment	<i>First paragraph – description should include that the site also has a road frontage with Awatiro Drive – not just SH16 and Kaipara Coast Highway.</i>
T4	Section 2.1.3.2 Public Transport	<p>Please provide more information about the standard of the public transport service including:</p> <ul style="list-style-type: none"> • frequency • travel times • standard of the bus stops and pedestrian access between the proposed sites and the bus stops. 	<p><i>There is insufficient information in terms of access to, and quality of, the local bus stop. There is a lack of pedestrian paths on the state highway to the bus stop. The east bound bus stop lack any amenities e.g. shelter or seating. There is not a nearby westbound bus stop.</i></p>
T5	Section 7.1 Auckland Plan 2050	Please provide reasoning on how the focus areas for Auckland relates to the proposed plan change request.	<p><i>While the ITA sets out the focus areas for Auckland, there is no discussion on how the proposed private plan change is consistent with these.</i></p> <p><i><u>Note:</u> The reference to ‘the new draft Auckland Plan’ needs updating – the plan was updated in 2018 and is no longer the ‘new draft’</i></p>

#	Category of information	Specific Request	Reasons for request
T6	Section 4.2 Pedestrian and cyclists	Please provide additional assessment in relation to future pedestrian infrastructure which may be required in conjunction with the subdivision and development enabled by the plan change.	<i>The ITA should consider whether a footpath should be provided on the western side of MacLennan Farm Lane along with an extension of the footpath on the eastern side of this road to serve the bus stop on Kaipara Coast Highway.</i>
T7	Section 7.2 GPS on Land Transport Funding	Please provide an explanation on how the GPS relates to the proposed plan change request	<i>While the ITA sets out the priorities, there is no discussion on how the proposed private plan change is consistent with this plan.</i> <i>This section also needs to be updated to reflect the current GPS on land transport 2021/2022-2030/2031.</i>
T8	Section 7.3 Auckland Regional Land Transport Plan	Please provide an explanation on how this RLTP relates the proposed plan change request	<i>While the ITA summarises what the RLTP is, there is no discussion on how the proposed private plan change request is consistent with this plan.</i> <i>This section also needs to be updated to reflect the current RLTP 2021-2031</i>
T9	Section 7.4 Auckland Regional Public Transport Plan	Please explain how this plan relates to the proposed plan change request	<i>While the ITA summarises what the RPTP is, there is no discussion on how the proposed private plan change request is consistent with this plan.</i>
T10	Section 7.5 Auckland Unitary Plan	Please provide an assessment against B3.3.1 (Transport objectives)	<i>The ITA refers to the objectives of E27.2. However, this does not encompass the regional policy statement objectives of B3.3.1.</i>

#	Category of information	Specific Request	Reasons for request
T11	Section 7.6	Please provide the analysis of the key policies and plans for Auckland (paragraph 1) that shows how it was concluded that the private plan change request is consistent with the various plans included in the ITA.	<p><i>The ITA has not shown how the proposed private plan change requests fits in with the key policies and plans outlined in the ITA. It is not clear how the plan change will provide for better integration into the wider transport network.</i></p> <p><i>Six paragraph – Kaukapakapa is considered to be a rural settlement in the context of the AUP and the Auckland Plan, so this proposal should not be described as development adjacent to an existing town centre. The ITA has not established that from a transport perspective, the plan change assists in meeting the AUP objectives for a quality compact form.</i></p> <p><i>Final paragraph – the ITA has not established ‘the above assessments show that the PPC is generally in alignment with the overarching themes and strategic priorities of the transport plans and policies discussed above’.</i></p> <p><i>Note: It is considered that the comment about the shortage of residential land in the area (paragraph 2) is outside the scope of an ITA. Similarly, the fourth paragraph about retaining a rural built character.</i></p>
T12	Waste collection and other servicing	Please provide confirmation that the Jointly Owned Access Lots (if to be utilised by waste collection and other service vehicles) will be fit for purpose.	<p><i>While the ITA states that future parking and loading provisions for the new development will be in accordance with the AUP provisions, there is no information provided in relation to waste collection arrangements.</i></p> <p><i>Will waste collection be undertaken by public or private means? Will waste collection vehicles require access within one or both JOALs? If this is the case, will the JOALs be fit to accommodate appropriate sizes of vehicles and manoeuvring arrangements, with regards to gradients and the no exit configuration of the JOAL serving lots 1, 2, 3, and 5?</i></p>

#	Category of information	Specific Request	Reasons for request
			<i>Note: It is accepted that the technical level details, such as vehicle tracking and compliance with the AUP Transport Chapter requirements would be expected to be provided at a later stage.</i>
Contaminated land – Ruben Naidoo, Contamination, Air and Noise, Auckland Council			
CL1	Preliminary Site Investigation	Please provide the previous PSI report (4Sight, September 2016) for review.	<i>The PSI executive summary states that the additional PSI provided for the private plan change request 'should be read in conjunction with PSI completed by 4Sight in 2016'.</i>
CL2	General comments (not clause 23 matters)	<ol style="list-style-type: none"> 1. If any future subdivision, change of land use or soil disturbance is proposed at 751 Kaipara Coast Highway, further consideration to the NESCS and the AUP:OP will be required to support consenting requirements, and 2. The location of the concentration of lead exceedance in a single sample collected from the truck stop area at 787 Kaipara Coast Hwy, needs to be identified in the future subdivision and earthworks on the site. 	
Stormwater and flooding matters – Healthy Waters			
HW1	Stormwater and region-wide network discharge consent.	<p>Please provide clarification in regard to the proposed extension of the stormwater network (installed and vested as part of Stage 1 and connects with the Auckland Council 450DN pipeline) to provide stormwater connections to Lots 7-15 given the NDC is likely to apply.</p> <p>Further information is requested:</p> <ul style="list-style-type: none"> • On the capacity of the table drain and potential impacts on private driveway 	<p><i>The section 32 report, on page 34, states that Healthy Waters have been consulted as to whether the NDC applies to the rezoning sought and the subsequent residential development of the plan change area. As noted in the section 32 report, the result of correspondence with Healthy Waters was that as the plan change area does not have the ability to connect to an Auckland Council reticulated stormwater network, the plan change request will not trigger consideration of the proposal against the NDC. Discharge of stormwater will be assessed in accordance with the provisions set out in Chapter E8 of the AUP(OP).</i></p> <p><i>However, Section 4.0 Stormwater of Appendix 8 – Engineering Design Report (Aspire, 5 July 2021) states:</i></p>

#	Category of information	Specific Request	Reasons for request
		<p>crossings on the Kaipara Coast Highway.</p> <ul style="list-style-type: none"> Potential water quality effects on downstream receiving environments 	<p><i>'The site currently discharges stormwater via an existing 450mm dia public stormwater pipe in the southern corner of the site and to existing roadside swales. It is <u>proposed to extend the stormwater network (which was installed and vested as part of stage 1) to provide stormwater connections to Lots 7-15. Lots 1-6 & 16 and the JOAL's will discharge to the existing roadside swales</u>'.</i></p> <p><i>Given the 450mm diameter pipeline discharges to the existing table drain along the Kaipara Coast Highway, further information is required to assess the capacity of the table drain and the potential impact on the private driveway crossings on Kaipara Coast Highway.</i></p> <p><i>A Stormwater Management Plan (SMP) is required for this site under the region wide NDC for greenfield development. Whilst the SMP will be required during the later subdivision/resource consent stage, further certainty is required that the effects of the land use change can be mitigated at the plan change stage. Subsequently further assessment is requested on:</i></p> <ul style="list-style-type: none"> <i>Water quality effects</i> <i>10% and 1% flow/flood management and how the development will impact on the table drain and private driveway access</i> <p><i>Further confirmation on the proposed infrastructure to be vested with Auckland Council.</i></p>



THE PLANNING
COLLECTIVE

21 September 2021

Jo Hart
c/- Auckland Council
Email: Jo.Hart@aucklandcouncil.govt.nz

Dear Jo,

**Response to Clause 23 Request for Further Information: Private Plan Change Request – 751 and 787
Kaipara Coast Highway, Kaukapakapa – Riverview Properties Limited**

Thank you for your letter dated 24 August 2021 requesting additional information pursuant to Clause 23 of Schedule 1 of the RMA, relating to the above application. For completeness, we provide responses in the table addressing your questions in Attachment 1.

We trust the information provided will be sufficient to address the questions raised in the further information request.

Yours sincerely

Burnette O'Connor
Director / Planner
The Planning Collective 2021 Limited
Ph: 021-422-346
Email: Burnette@thepec.co.nz

Jessica Andrews
Planner
The Planning Collective 2021 Limited
Ph: 021-422-713
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Attachments:

- 1) Further Information Request - Response Table
- 2) Preliminary Site Investigation prepared by 4Sight, dated September 2016
- 3) Stantec Response Letter
- 4) Stormwater Management Plan

Attachment 1:

Further Information Request - Response Table



PRIVATE PLAN CHANGE REQUEST
RIVERVIEW PROPERTIES LTD – 751 AND 787 KAIPARA COAST HIGHWAY, KAUKAPAKAPA
FURTHER INFORMATION REQUESTS AND RESPONSES



COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
Planning, statutory, and general matters			
P1	<p><u>Iwi Consultation</u></p> <p>Please provide an explanation for the statements made in the section 32 report in regard to 'cultural values' when iwi views, have not been sought on the private plan change request prior to lodgement.</p>	<p><i>Section 9.4 Cultural Values of the section 32 report states that 'the proposed Plan Change will have a negligible effect on the mana whenua values of the Kaukapakapa River and Kaipara Harbour Coastal Area' and that 'the Plan Change proposal will not give rise to adverse effects on the cultural values of the Plan Change area and surrounding locality'.</i></p> <p><i>Regional Policy Statement B6 Mana Whenua Policy B6.5.2.7 requires that all plan changes provide a Maori cultural assessment.</i></p> <p><i>The section 32 report does identify the nine iwi which have an interest in the area. Section 8.3 Mana Whenua states 'we anticipate mana whenua groups will be consulted by the Auckland Council through the Plan Change process'. However, as this is a private plan change request, this will be through the notification process, rather than through consultation, where any submitters, including the iwi identified in the section 32 report, will have 20 working days in which to lodge a submission.</i></p> <p><i>It is normal practice at a pre-application meeting, if it is not clear that the requester intends to undertake iwi consultation, to provide advice that the private plan change requester undertake consultation or provide a copy of the private plan change request to the relevant iwi for their views. No pre-lodgement meeting for this private plan change request was sought.</i></p>	<p><i>The Planning Collective (21/09/2021):</i></p> <p>It is understood that the relevant iwi groups will have the opportunity to provide their views on the Plan Change proposal through the notification process, noting that Schedule 1, Section 5 and 5A of the RMA requires that a copy of the Plan Change Request is provided to the tangata whenua of the area through iwi authorities.</p> <p>Consultation was not undertaken with iwi groups prior to lodging the Plan Change Request because of the localised and small scale nature of the proposal and also because no cultural issues were identified or raised at the time of the previous larger scale, more significant development.</p> <p>It is noted that consultation was undertaken through the original subdivision which created 751 and 787 Kaipara Coast Highway. Responses were received from Manuhiri Kaitiaki Charitable Trust and Ngati Whatua who did not raise any concerns with the subdivision application.</p> <p>There are no identified sites of cultural significance identified in proximity to the Plan Change area and the surrounding land has been structure planned for an urban use, of which the Rural - Countryside Living zoning of the subject land was to retain lifestyle blocks on the periphery of the residential areas. There were no identified cultural reasons for retaining the land as Rural at the time of the structure plan or Unitary Plan process.</p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
		<p><i>Mana Whenua consultation in regard to freshwater/stormwater is also a specific outcome of the Auckland Region-wide Network Discharge Consent (NDC).</i></p> <p><i><u>Note:</u> It is agreed that there are no known identified sites of significance shown on the AUP GIS viewer layers in the private plan change request area.</i></p>	<p>The Plan Change request is unlikely to adversely affect mana whenua sites, places, and areas of significance. However, this will be cross-checked through the Plan Change notification and iwi consultation process.</p>
P2	<p><u>National Policy Statement on Urban Development 2020</u></p> <p>Please provide an assessment which considers the following:</p> <ul style="list-style-type: none"> • Definition of urban environment and whether it applies in the context of the private plan change request • NPS:UD Policy 1 (c)(e) and (f) in relation to 'well-functioning urban environment' in the context of the private plan change request 	<p><i>The section 32 report states that the private plan change request is appropriate, and consistent with, the National Policy Statement on Urban Development 2020 objectives and policies.</i></p> <p><i>The definition of 'urban environment' in the NPS:UD 'means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:</i></p> <p style="padding-left: 40px;"><i>(a) is, or is intended to be, predominantly urban in character; and</i></p> <p style="padding-left: 40px;"><i>(b) is, or is intended to be, part of a housing and labour market of at least 10,000 people'.</i></p> <ul style="list-style-type: none"> • <i>The proposed Residential – Rural and Coastal Settlement Zone applies to 'rural and coastal settlements in a variety of environments'. The objectives, policies and standards of the Residential – Rural and Coastal Settlement Zone seek to limit 'lot sizes and/or development to avoid, remedy or mitigate existing or potential adverse effects on water and land and to maintain rural and coastal character'.</i> • <i>Map 16 (Future Urban) of the Auckland Plan 2050 identifies, amongst other matters, areas of existing areas of urban land as well as future urban areas. While Helensville to the south, has both existing urban areas and future urban areas identified, Kaukapakapa is identified as 'rural'.</i> 	<p><i>The Planning Collective (21/09/2021):</i></p> <p>The definition of an urban environment in the NPS:UD encompasses any area of land that is, or is intended to be, predominantly urban in character; and is, or intended to be, part of a housing and labour market of at least 10,000 people. The NPS:UD does not set geographical limits for an urban environment, therefore the application of the NPS:UD in the context of this Plan Change Request is not limited to the township of Kaukapakapa but considered in the context of the Auckland region.</p> <p>The AUP:OP defines an 'urban area' as "land zoned residential or business, together with adjoining special purpose and open space zones" which encompasses the Residential - Rural and Coastal Settlement Zone.</p> <p>It is acknowledged that the subject land is currently rural, it is surrounded by residential zoned land. We agree that Kaukapakapa is not identified as growth area; however, there is also nothing that prevents zone changes being sought in other areas. The scale of this proposal is so small that it will not impact on the growth strategy and also poses no risk with respect to infrastructure provision.</p> <p>The plan change is sought to provide a better outcome on the small area of land that is surrounded by residential development. It represents an efficient and sensible outcome for the land and is in</p>

COUNCIL REQUEST	REASONS FOR REQUESTS	APPLICANT'S RESPONSE
	<p><i>Map 18 Rural also identifies Kaukapakapa as being a 'rural settlement' surrounded by 'countryside living' and 'rural production'. The Auckland Plan does state that some growth is anticipated in smaller towns and villages outside of the two identified rural nodes of Warkworth and Pukekohe.</i></p>	<p>keeping with the NPS: UD even though the land is not currently zoned urban.</p> <p>The descriptions referenced in the Auckland Plan 2050 will remain – Kaukapakapa will remain a rural settlement and will be surrounded by rural production and countryside living activities.</p> <p>An objective of the Residential - Rural and Coastal Settlement zone seeks for development to maintain the rural character of land. The existing development surrounding the Plan Change area is inherently urban, in particular the residential development immediately north, east and south of the subject land which contain residential allotments ranging in sizes of approximately 450m² - 3,000m².</p> <p>An assessment against NPS:UD Policy 1(c), (e) and (f) is provided below.</p> <p><i>NPS:UD Policy 1 : Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</i></p> <p><i>(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and</i></p> <p>Assessment: The eastern aspect of the Plan Change area is situated near to existing pedestrian footpaths along the eastern aspect of Awatiro Drive which will provide pedestrian access between the Plan Change area and the southern township. Provision for future pedestrian linkages along the Kaukapakapa River is provided immediately north of the Plan Change location. The Plan Change area has good accessibility to public transport due to the existing bus routes present east of the Plan Change area. There are also good road connections to employment areas such as Silverdale and Albany.</p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
			<p>(e) support reductions in greenhouse gas emissions; and Assessment: The Plan Change area is well located to public transport which promotes the use of alternative nodes of transport, and will provide small scale development adjacent to the existing residential development present within Kaukapakapa.</p> <p>(f) are resilient to the likely current and future effects of climate change. Assessment: The predominant climate change issues for Auckland relating to increased heavy rain events, storm surges, coastal inundation, extreme heat events and droughts. The subject land is separated from the coastal environment and is not affected by coastal inundation. The land is well clear of flooding areas adjacent to the Kaukapakapa river.</p>
Traffic matters – Traffic Planning Consultants Limited and Auckland Transport Review of Integrated Traffic Assessment (Stantec)			
T1	<p><u>Potential transport outcomes of rezoning</u> Please confirm that the private plan change request is being sought to enable the development of residential 'lifestyle' dwellings rather than the wider scope of activities which are provided for in the proposed rezoning of the sites to Residential – Rural and Coastal Settlement Zone.</p>	<p><i>Table H2.4.1 of the Auckland Unitary Plan outlines a number of activities which are permitted, discretionary or restricted discretionary within the Residential – Rural and Coastal Settlement Zone, which are not considered within the ITA.</i></p> <p><i>The ITA should include a range of potential land-use scenarios, and their effects upon traffic patterns and generation if the anticipated land use includes additional activities provided for under the Residential – Rural and Coastal Settlement Zone. This would be required to understand the potential long-term transport effects which could result from the rezoning, in the context of the longer-term growth of Kaukapakapa.</i></p>	<p><i>The Planning Collective (21/09/2021):</i> Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which outlines:</p> <p><i>It is understood that the PPC and subdivision facilitates the development of lifestyle dwellings as indicated on the concept plans, with no other activities on site. Care centre activities for up to ten people on site (excluding staff) are permitted activities not requiring a transportation assessment (A19 of Table H2.4.1 in the Unitary Plan) however the activity is still subject to the rules and standards of E27.6 in the Unitary Plan. Any future or alternative subdivision application (for activities other than those current proposed) would be supported by transport assessment at that time.</i></p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
T2	<p><u>Scope of assessment to support private plan change request</u></p> <p>Please provide reasoning for not including the subdivision and development that could also occur on 751 Kaipara Coast Highway, Kaukapakapa.</p>	<p><i>While it is acknowledged in the Section 32 that there is 'no intention to further develop the property at 751 Kaipara Coast Highway', the assessment of traffic effects should take into account the subdivision and development that could occur on 751, not just the 16 sites proposed for 757.</i></p> <p><i>This is required to gain a holistic picture of the cumulative transport effects of the potential development that could occur under the proposed rezoning of both of the sites to Residential – Rural and Coastal Settlement Zone.</i></p>	<p><i>The Planning Collective (21/09/2021):</i></p> <p>Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which notes:</p> <p><i>The property at 751 Kaipara Coast (Lot 36) may be subdivided into three additional lots in the future. However, at this time, it is only considered as part of the PPC and not in the plans for subdivision as the existing dwelling will likely need to be retained. The trip generation associated with the three additional lots is estimated to be in the order of 5 additional trips during the peak hours (using 1.4 trips per dwelling per hour). The traffic effects from three additional dwellings would have a less than minor effect on the transport network. This is reflected in the acceptable level at which the SH16 / MacLennan Farm Lane intersection will operate as set out in Table 6-5 in the ITA (operating with LOS B for the worst movement). It is noted that 751 Kaipara Coast Highway will likely obtain access from SH16 (as per existing arrangements) and the level of service at the SH16 / MacLennan Farm Lane intersection reflects the operation of SH16. It is expected that the majority of additional traffic, though limited, will drive through this intersection.</i></p>
T3	<p><u>Section 2.1.2 Existing Road Network</u></p> <p>General comment</p>	<p><i>First paragraph – description should include that the site also has a road frontage with Awatiro Drive – not just SH16 and Kaipara Coast Highway.</i></p>	<p><i>The Planning Collective (21/09/2021):</i></p> <p>Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which acknowledges that Awatiro Drive forms part of the site frontage.</p>


COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
T4	<p><u>Section 2.1.3.2 Public Transport</u> Please provide more information about the standard of the public transport service including:</p> <ul style="list-style-type: none"> • Frequency • Travel times • Standard of the bus stops and pedestrian access between the proposed sites and the bus stops 	<p><i>There is insufficient information in terms of access to, and quality of, the local bus stop. There is a lack of pedestrian paths on the state highway to the bus stop. The east bound bus stop lack any amenities e.g. shelter or seating. There is not a nearby westbound bus stop.</i></p>	<p><i>The Planning Collective (21/09/2021):</i> Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which states:</p> <p><i>Reference is made to Appendix B in the ITA for the 128 route (Helensville to Hibiscus Coast Station) map, timetable, and applicable bus stops. The frequency of route 128 is hourly, running Monday to Friday starting at 5:00am and ending service at 8:00pm. The route takes approximately 40 minutes to complete.</i></p> <p><i>As stated in Section 4.2 of the ITA, the rural nature of the site will result in a low number of pedestrian journeys and a comparatively low demand for public transport. The existing bus stop facilities near the site currently are considered to be sufficient to support the PPC and subdivision as sought.</i></p>
T5	<p><u>Section 7.1 Auckland Plan 2050</u> Please provide reasoning on how the focus areas for Auckland relates to the proposed plan change request.</p>	<p><i>While the ITA sets out the focus areas for Auckland, there is no discussion on how the proposed private plan change is consistent with these.</i></p> <p><i><u>Note:</u> The reference to 'the new draft Auckland Plan' needs updating – the plan was updated in 2018 and is no longer the 'new draft'</i></p>	<p><i>The Planning Collective (21/09/2021):</i> Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which includes an assessment of the Plan Change proposal against the Auckland Plan 2050 focus areas.</p>
T6	<p><u>Section 4.2 Pedestrian and cyclists</u> Please provide additional assessment in relation to future pedestrian infrastructure which may be required in conjunction with the subdivision and development enabled by the plan change.</p>	<p><i>The ITA should consider whether a footpath should be provided on the western side of MacLennan Farm Lane along with an extension of the footpath on the eastern side of this road to serve the bus stop on Kaipara Coast Highway.</i></p>	<p><i>The Planning Collective (21/09/2021):</i> Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which outlines:</p> <p><i>As stated previously, and within Section 4.2 of the ITA, the expected demand for pedestrian and cycle movement is low based on the nature and extent of the existing surrounding transport network for these modes. The additional effect associated with this proposal will generate negligible additional demand and does not warrant extension of the footpath network. The existing pedestrian infrastructure is</i></p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
			<p>considered acceptable for this development (for 751 and 787 Kaipara Coast Highway). The walkway connection between Awatiro Drive and South Avenue allows access for pedestrians to walk to the nearby bus stops; and the footpaths on Awatiro Drive and MacLennan Farm Lane will sufficiently cater for pedestrians and cyclists.</p>
T7	<p><u>Section 7.2 GPS on Land Transport Funding</u></p> <p>Please provide an explanation on how the GPS relates to the proposed plan change request</p>	<p>While the ITA sets out the priorities, there is no discussion on how the proposed private plan change is consistent with this plan.</p> <p><i>This section also needs to be updated to reflect the current GPS on land transport 2021/2022-2030/2031.</i></p>	<p>The Planning Collective (21/09/2021):</p> <p>Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which notes:</p> <p><i>The Government Policy Statement on Land Transport 2021/22 – 2030/31 outlines the four strategic policies: Safety, Better Travel Options, Climate Change, and Improving Freight Connections. The development's alignment with these policies is summarised as follows:</i></p> <ul style="list-style-type: none"> • <i>Safety – the low trip generation of the development, as well as the road safety effects (or lack thereof) outlined in section 3.2 of the ITA, will not have any negative impact on the safety environment in the vicinity of the site.</i> • <i>Better Travel Options – public transport is currently provided, as well as connections for pedestrians and cyclists.</i> • <i>Climate Change – the connected public transport, pedestrian, and cyclist network previously mentioned facilitates for sustainable travel modes consistent with the expectations of such modes in this general vicinity.</i> • <i>Improving Freight Connections –The PPC will not accommodate nor generate significant freight activity; however, current road infrastructure will be used by the development and is considered adequate for any residential-based freight connections/deliveries to and from the wider transport network.</i>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
T8	<p><u>Section 7.3 Auckland Regional Land Transport Plan</u> Please provide an explanation on how this RLTP relates the proposed plan change request</p>	<p><i>While the ITA summarises what the RLTP is, there is no discussion on how the proposed private plan change request is consistent with this plan.</i></p> <p><i>This section also needs to be updated to reflect the current RLTP 2021-2031</i></p>	<p><i>The Planning Collective (21/09/2021):</i> Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which states:</p> <p><i>The Regional Land Transport Plan 2021 – 2031 outlines the pathway forward for responding to Auckland’s transport challenges, shown in Figure 1. It is considered that with the proposed development, sustainable travel choices (active modes, public transport) are provided for with existing infrastructure. This allows for mode choice, as well as reduction in greenhouse gas emissions. Access and connectivity of the site is also adequate with the bus route 128 connecting to Hibiscus Coast. Safety was also considered in the ITA in section 2.3, with the low trip generation of the site not deemed to exacerbate any negative effects on the road network.</i></p>
T9	<p><u>Section 7.4 Auckland Regional Public Transport Plan</u> Please explain how this plan relates to the proposed plan change request</p>	<p><i>While the ITA summarises what the RPTP is, there is no discussion on how the proposed private plan change request is consistent with this plan.</i></p>	<p><i>The Planning Collective (21/09/2021):</i> Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which states:</p> <p><i>It is considered that the existing public transport infrastructure will adequately serve the proposed development. The existing walkway to the nearby bus stop, as well as footpaths near the site allows for more people to access the 128 bus service. The development is therefore well connected, while meeting customer needs and encouraging an increase in public transport mode share.</i></p>
T10	<p><u>Section 7.5 Auckland Unitary Plan</u> Please provide an assessment against B3.3.1 (Transport objectives)</p>	<p><i>The ITA refers to the objectives of E27.2. However, this does not encompass the regional policy statement objectives of B3.3.1.</i></p>	<p><i>The Planning Collective (21/09/2021):</i> Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which outline:</p> <p><i>B3.3.1 in the Unitary Plan outlines the following objectives:</i> <i>“1) Effective, efficient, and safe transport that:</i></p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
			<p>a) supports the movement of people, goods and services; b) integrates with and supports a quality compact urban form; c) enables growth; d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.”</p> <p><i>It is considered that the development aligns with these objectives. The existing footpaths and bus service in the vicinity of the site enables mode choice and supports the movement of people with active modes. As outlined in section 3.2 of the ITA, the development of 16 lots (plus the three additional lots associated with 751 Kaipara Coast Highway, for up to 20 lots) enabled by the PPC is not considered to have any adverse effects on the safety of the road environment in the vicinity of the site, leading to a safer setting for the community. The less than minor effect associated with this small scale of development is apparent from the SH16 / MacLennan Farm Lane intersection operation results as set out in Table 6-3 to 6-5 in the ITA.</i></p>
T11	<p><u>Section 7.6</u> Please provide the analysis of the key policies and plans for Auckland (paragraph 1) that shows how it was concluded that the private plan change request is consistent with the various plans included in the ITA.</p>	<p><i>The ITA has not shown how the proposed private plan change requests fits in with the key policies and plans outlined in the ITA. It is not clear how the plan change will provide for better integration into the wider transport network.</i></p> <p><i>Six paragraph – Kaukapakapa is considered to be a rural settlement in the context of the AUP and the Auckland Plan, so this proposal should not be described as development adjacent to an existing town centre. The ITA has not established that from a transport perspective, the plan change assists in meeting the AUP objectives for a quality compact form.</i></p>	<p>The Planning Collective (21/09/2021): Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which states:</p> <p><i>As discussed above, the proposed development aligns with the overarching themes outlined in the GPS, RLTP, and RPTP. Providing a connection to the wider transport network, the development will use currently existing infrastructure to sufficiently connect the site to the wider transport network. This includes existing pedestrian provisions</i></p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
		<p><i>Final paragraph – the ITA has not established ‘the above assessments show that the PPC is generally in alignment with the overarching themes and strategic priorities of the transport plans and policies discussed above’.</i></p> <p><i><u>Note:</u> It is considered that the comment about the shortage of residential land in the area (paragraph 2) is outside the scope of an ITA. Similarly, the fourth paragraph about retaining a rural built character.</i></p>	<p><i>connecting to the bus stop and 128 bus service, as well as the current road infrastructure in the area, connecting the site to the wider Auckland area.</i></p>
T12	<p><u>Waste collection and other servicing</u></p> <p>Please provide confirmation that the Jointly Owned Access Lots (if to be utilised by waste collection and other service vehicles) will be fit for purpose.</p>	<p><i>While the ITA states that future parking and loading provisions for the new development will be in accordance with the AUP provisions, there is no information provided in relation to waste collection arrangements.</i></p> <p><i>Will waste collection be undertaken by public or private means? Will waste collection vehicles require access within one or both JOALs? If this is the case, will the JOALs be fit to accommodate appropriate sizes of vehicles and manoeuvring arrangements, with regards to gradients and the no exit configuration of the JOAL serving lots 1, 2, 3, and 5?</i></p> <p><i><u>Note:</u> It is accepted that the technical level details, such as vehicle tracking and compliance with the AUP Transport Chapter requirements would be expected to be provided at a later stage.</i></p>	<p><i>The Planning Collective (21/09/2021):</i></p> <p>Refer to Further Information Request response from Stantec, dated 10/09/2021, provided in Attachment 3 which details that:</p> <p><i>This will be further explored in the detailed design stage. It is considered that the JOAL is wide enough (8m) to accommodate a rubbish pick-up truck. The flat topography of the site would also be advantageous ensuring efficient waste collection.</i></p>
Contaminated land – Ruben Naidoo, Contamination, Air and Noise, Auckland Council			
CL1	<p><u>Preliminary Site Investigation</u></p> <p>Please provide the previous PSI report (4Sight, September 2016) for review.</p>	<p><i>The PSI executive summary states that the additional PSI provided for the private plan change request ‘should be read in conjunction with PSI completed by 4Sight in 2016’.</i></p>	<p><i>The Planning Collective (21/09/2021):</i></p> <p>Please refer to Attachment 2 which contains the Preliminary Site Investigation Report prepared by 4Sight Consulting, dated September 2016.</p>
CL2	<p><u>General comments (not clause 23 matters)</u></p>		<p><i>The Planning Collective (21/09/2021):</i></p> <p>This is acknowledged and will be addressed through any future development of 751 Kaipara Coast Highway.</p>

COUNCIL REQUEST	REASONS FOR REQUESTS	APPLICANT'S RESPONSE
	<ol style="list-style-type: none"> <li data-bbox="197 212 1317 300">1. If any future subdivision, change of land use or soil disturbance is proposed at 751 Kaipara Coast Highway, further consideration to the NESCS and the AUP:OP will be required to support consenting requirements, and <li data-bbox="197 325 1330 414">2. The location of the concentration of lead exceedance in a single sample collected from the truck stop area at 787 Kaipara Coast Hwy, needs to be identified in the future subdivision and earthworks on the site. 	<p data-bbox="1384 240 2136 379">The former truck stop area at 787 Kaipara Coast Highway was located within the north-western aspect of Lot 1 DP 523159. MacLennan Farm Lane and Awatiro Drive have been constructed over parts of the former truck stop.</p> <p data-bbox="1384 429 2136 643">The soil testing undertaken as part of the PSI report (4Sight, September 2016) provided as Attachment 2 identified that Sample Site KC4 located downgradient of the truck water blasting area contained concentrations of lead which exceeded the NES guideline for rural/lifestyle block land use. The location of sample KC4 is shown in the below image:</p>  <p data-bbox="1384 1305 2136 1406">Section 5 of the PSI report (4Sight, July 2021) outlines that <i>“In addition, the concentration of lead in a single sample collected from the truck stop area at 787 Kaipara Coast Hwy was above the NESCS SCS for rural</i></p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
			<i>residential living. The location of this sample has now been covered by an access road into the Site."</i>
Stormwater and flooding matters – Healthy Waters			
HW1	<p><u>Stormwater and region-wide network discharge consent</u></p> <p>Please provide clarification in regard to the proposed extension of the stormwater network (installed and vested as part of Stage 1 and connects with the Auckland Council 450DN pipeline) to provide stormwater connections to Lots 7-15 given the NDC is likely to apply.</p> <p>Further information is requested:</p> <ul style="list-style-type: none"> On the capacity of the table drain and potential impacts on private driveway crossings on the Kaipara Coast Highway. Potential water quality effects on downstream receiving environments 	<p><i>The section 32 report, on page 34, states that Healthy Waters have been consulted as to whether the NDC applies to the rezoning sought and the subsequent residential development of the plan change area. As noted in the section 32 report, the result of correspondence with Healthy Waters was that as the plan change area does not have the ability to connect to an Auckland Council reticulated stormwater network, the plan change request will not trigger consideration of the proposal against the NDC. Discharge of stormwater will be assessed in accordance with the provisions set out in Chapter E8 of the AUP(OP).</i></p> <p><i>However, Section 4.0 Stormwater of Appendix 8 – Engineering Design Report (Aspire, 5 July 2021) states:</i></p> <p><i>The site currently discharges stormwater via an existing 450mm dia public stormwater pipe in the southern corner of the site and to existing roadside swales. <u>It is proposed to extend the stormwater network (which was installed and vested as part of stage 1) to provide stormwater connections to Lots 7-15. Lots 1-6 & 16 and the JOAL's will discharge to the existing roadside swales'.</u></i></p> <p><i>Given the 450mm diameter pipeline discharges to the existing table drain along the Kaipara Coast Highway, further information is required to assess the capacity of the table drain and the potential impact on the private driveway crossings on Kaipara Coast Highway.</i></p> <p><i>A Stormwater Management Plan (SMP) is required for this site under the region wide NDC for greenfield development. Whilst the SMP will be required during the later subdivision/resource consent stage, further certainty is required that the effects of the land use change can be mitigated at the plan change stage. Subsequently further assessment is requested on:</i></p>	<p><i>The Planning Collective (21/09/2021):</i></p> <p>Refer to the attached Stormwater Management Plan prepared by Aspire Engineering, dated /09/09/2021, provided in Attachment 4.</p>

COUNCIL REQUEST		REASONS FOR REQUESTS	APPLICANT'S RESPONSE
		<ul style="list-style-type: none"> • <i>Water quality effects</i> • <i>10% and 1% flow/flood management and how the development will impact on the table drain and private driveway access</i> <p><i>Further confirmation on the proposed infrastructure to be vested with Auckland Council.</i></p>	

Attachment 2:

Preliminary Site Investigation prepared by 4Sight, dated
September 2016





LAND. PEOPLE. WATER.

**Preliminary Site Investigation with Limited Soil
Sampling
751 & 787 Kaipara Coast Highway**


For Phil Fairgray
Aspire Consulting Engineers Ltd


September 2016
V2.0

REPORT INFORMATION AND QUALITY CONTROL

Prepared for:	Phil Fairgray Director Aspire Consulting Engineers Ltd
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Document Name	R_Kaipara Coast Hwy PSI_v2.0_September 2016.docx
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Version History:	2.0	September 2016
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EXECUTIVE SUMMARY

This report provides information regarding a Preliminary Site Investigation (PSI) and limited soil sampling undertaken by 4Sight Consulting Ltd (4Sight) for Aspire Consulting Engineers Ltd, at 751 and 787 Kaipara Coast Hwy, Kaukapakapa (the site).

A PSI has been undertaken to assess the potential implications for a proposed subdivision at the site under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES Soil). The scope of the PSI included a review of selected publicly available information, a site visit with limited soil sampling, and an interview with the landowners.

The majority of the site is currently used for grazing, with a yard located on the southern boundary of the site (787 Kaipara Coast Hwy) currently used for truck parking, truck washing, and basic maintenance activities. The area in the south western corner of the site (751 Kaipara Coast Hwy) is occupied by two residential dwellings and a small wood workshop. 751 Kaipara Coast Hwy has historically been used for dairy farming activities with some short term small scale poly house covered cropping activities, and outdoor cropping activities, in the southwestern corner.

A total of twelve shallow soil samples were collected from six locations to investigate sub-surface soils beneath and adjacent to the truck depot and the former covered cropping area. Sub-surface soils in each soil sample location were generally consistent and there was no obvious sign of contamination in the form of odours, discolouration or landfill material.

Surface soil from four locations at 787 Kaipara Coast Hwy was submitted for laboratory analysis. Analytical results indicated that the concentration of selected heavy metals in shallow soils were generally within typical background levels for non-volcanic soils. A single sample was identified where the lead concentration exceeded the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES Soil) – Soil Contaminant Standards (NES SCS) for rural residential land use (25% produce scenario). Concentrations of total petroleum hydrocarbons (TPH) was below laboratory detection limits at the four sample locations.

Surface soil from two locations at 751 Kaipara Coast Hwy was submitted for laboratory analysis. Analytical results indicated that the concentration of arsenic, copper and lead exceeded typical background levels for non-volcanic soils at one location. The concentration of arsenic at this location also had an arsenic concentration exceeding the NES SCS for rural residential land use (25% produce scenario) and residential (10% produce).

The limited soil sampling indicated that truck yard activities undertaken at 787 Kaipara Coast Hwy have not had a widespread impact in shallow soils. The location of elevated lead concentrations in shallow soil (the overland flow path from the vehicle wash pad to the dairy shed effluent (DSE) ponds) is beneath the currently proposed access road into the subdivision. Reuse of soils from this location beneath the road and berms is considered acceptable and is highly unlikely to present a risk to human health.

The limited sampling at the location of the former poly house indicates residual contamination from use of persistent pesticides which marginally exceeded NES SCS. The existing residences and location of the former poly house are not subject to development as part of the proposed subdivision and will remain as a lifestyle block. The former poly house location is currently an unused grass paddock which is occasionally used for grazing. The former outdoor cropping area is currently planted in mature trees. It is considered that neither of these areas is part of the general living space of the residence, and that the former location of the poly house is considered production land. On this basis, the location of the former poly house is not considered a piece of land in terms of this assessment, and it is considered highly unlikely that there will be a risk to human health as part of the proposed development at this location

We consider that the proposed subdivision can proceed as a permitted activity in accordance with Clause 8(4) of the NES Soil. Soil disturbance activities will occur across the current truck depot as part of construction of a new access road. The volumes of these earthworks across the truck depot (piece of land) will be no more than 25 m³ per 500 m². Soil disturbance activities can be undertaken as a permitted activity in accordance with Clause 8(3) of the NES Soil.

1 INTRODUCTION

4Sight Consulting Ltd (4Sight) has been engaged by Aspire Consulting Engineers (the Client) to undertake a Preliminary Site Investigation (PSI) with limited soil sampling at 751 & 787 Kaipara Coast Highway, Kaukapakapa (herein referred to as “the site”).

The purpose of this investigation is to determine whether activities described in the HAIL are/or have been undertaken on the site, the likelihood of human health risk associated with a proposed residential subdivision, and to assess the requirements for potential resource consents in relation to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES soil) (MfE,2011).

Specifically, a PSI is required under the NES to support any proposed subdivision. Therefore, consideration is required to be given to the NES Soil.

Land covered in the NES Soil is defined in regulation 5(7) as:

A piece of land that is described by one of the following:

- a) *An activity or industry described in the HAIL is being undertaken on it:*
- b) *An activity or industry described in the HAIL has been undertaken on it:*
- c) *It is more likely than not that an activity or industry described in the HAIL is being or has been undertaken on it.*

This investigation and associated reporting has been carried out and reviewed by suitably qualified and experienced practitioners in accordance with the NES Soil.

1.1 Scope of Works

The scope of this PSI has included the following:

- A review of selected publicly available information on the site, including council files and aerial photographs to determine whether or not any activities or industries on the HAIL is, has been, or might have been undertaken on the site;
- Site inspection to visually assess the presence of any activities or industries listed on the HAIL or evidence of any potential contamination, and discussion with site owners/occupiers;
- Limited soil sampling at selected locations on the site to assess shallow soil for presence of selected contaminants; and
- An overall assessment of the applicability of the NES Soil and the discharge rules as set out in the Auckland Council Regional Plan: Air Land Water (ACRP:ALW) and the Proposed Auckland Unitary Plan (PAUP).

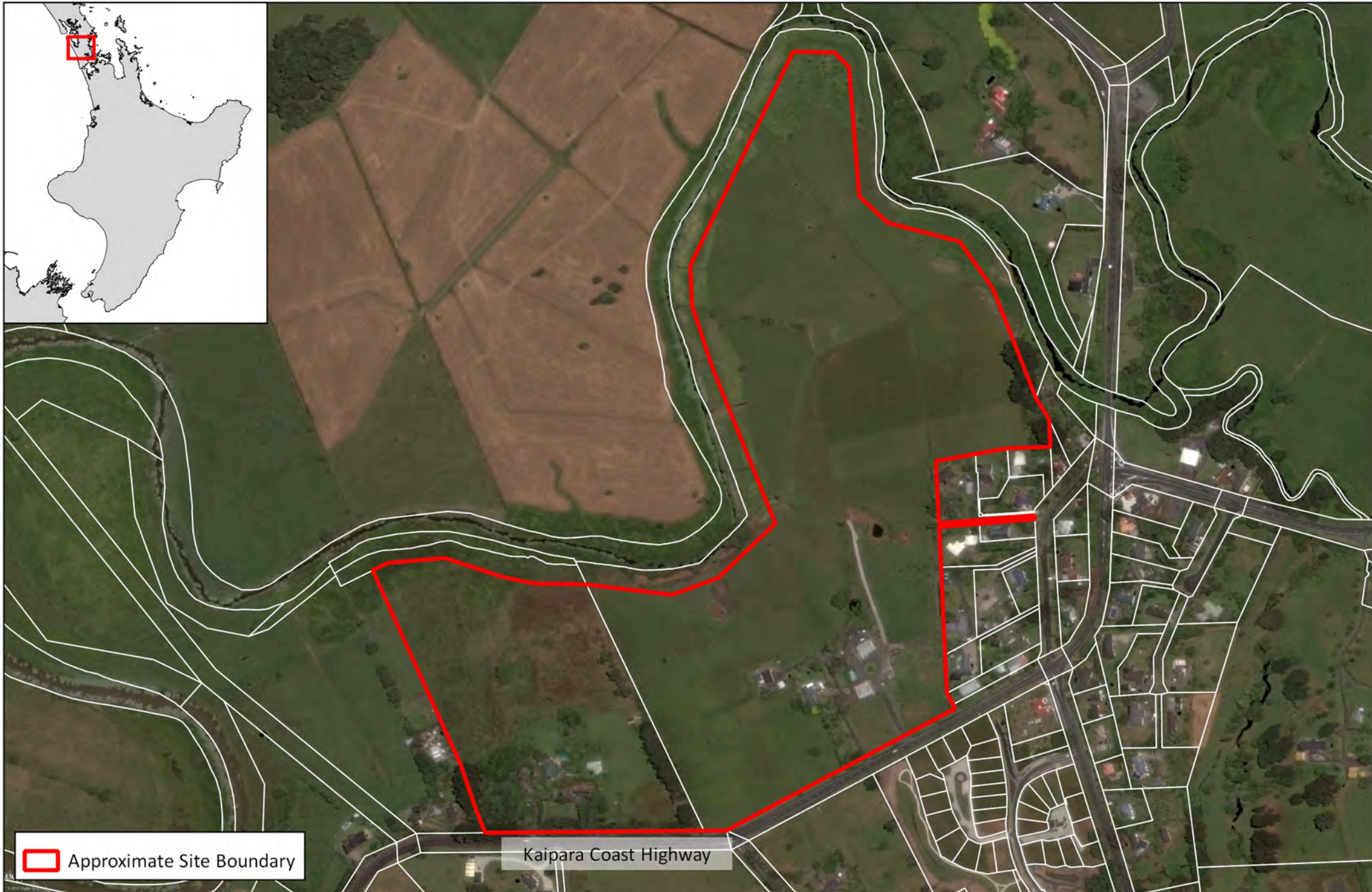
2 SITE DETAILS


The site is located south of Kaukapakapa, and is surrounded by mixed residential land use and rural farmland (Figure 1). The site is legally described as Lot 2 DP 173483 (751 Kaipara Coast Highway, forming the western area of the site) and Lot 1 DP 144373 (787 Kaipara Coast Highway, forming the eastern area of the site) with a total approximate area of 24.9 hectares (ha). Site details can be found in Table 1. Preliminary plans of the proposed residential subdivision for the site can be found in Appendix A.

Table 1: Site details

Address	Legal Description	CT Number	Area
751 and 787 Kaipara Coast Highway “the site”	Lot 2 DP 173483 and Lot 1 DP 144373	NA106B/725 and NA85C/817	Approximately 24.9 ha

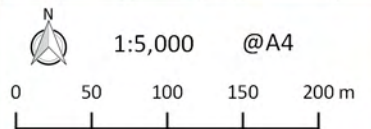
Cadastral data sourced from the LINZ Data Service <https://data.linz.govt.nz/> under the Creative Commons Attribution 3.0 New Zealand licence. Aerial imagery sourced from Google Earth.



 Approximate Site Boundary

Kaipara Coast Highway

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AA2116: 787 Kaipara Coast Highway PSI
Figure 1: Site Details
 Plan prepared for Grandview Estates Ltd. by 4Sight Consulting.

Date: 25/08/2016
 Version: 1.0
 Author: Kyle Redshaw
 Checked: Nigel Mather
 Approved: Alice Andrew



2.1 Land Use – Current and Proposed

The majority of the site is currently in pasture occupied by beef cattle. There are two areas of development on the site:

- Two residential dwellings are located on the southern boundary of the site (787 Kaipara Coast Highway). Approximately 50 meters (m) east of the two dwellings is yard currently used as a truck depot which has been in operation for the past five years. The truck depot consists of a driveway that loops around a workshop and an old cow shed. Trucks are cleaned using a water blaster north of the old cow shed and washwater flows overland towards the former dairy shed effluent (DSE) settling ponds. General vehicle maintenance e.g. oil changes and upkeep is undertaken; and
- Two dwellings are also located in the south western corner of the site (751 Kaipara Coast Highway). A wood workshop is present 20 m south east of the main dwelling, along with a garden shed, three bay garage, and flat a grassed area formerly used for short term cropping activities within a poly house.

The site is split into three zones under the Proposed Auckland Unitary Plan – Notified version (Sept 2013). The zones are Countryside Living along the southern boundary, Rural and Coastal Settlement which covers most of the middle of the site and in the most eastern corner, and Rural Production covers the remainder of the site. Under the Auckland Council District Plan – Operative Rodney Section (2011) the site is zoned General Rural.

The proposed development includes a 36 lot residential subdivision, with varying lot sizes. Preliminary plans showing the location of the proposed development on the site can be found in Appendix A. The existing dwellings located at 751 and 781 Kaipara Coast Hwy will not be subject to redevelopment and will remain as lifestyle blocks. As part of the subdivision, land disturbance activities will be undertaken to re-contour and grade the site. Earthworks will occur across the current truck depot location as part of construction of a new access road.

2.2 Geology and Hydrology

The Institute of Geological and Nuclear Sciences (GNS) 1:250,000 online geological map shows the regional geology consists of two types. The southern area of the site consists of Middle to Late Pleistocene river and hill slope deposits: predominantly pumiceous sand, silt, mud, clay, with interbedded gravel and peat. The soils close to the Kaukapakapa River consist of younger Holocene River deposits: mainly sand, silt mud and clay with local gravel and peat beds.

Site specific geology from the soil bores advanced during limited soil sampling (refer to Section 4) showed shallow soils consisted of dark brown silty clay to 250 mm below ground level (bgl), over orange brown clay loam to 500 mm bgl. A geotechnical investigation conducted by Foundation Engineering in 2003 reported shallow geology consistent with this description.

The closest surface water body is the former dairy shed effluent (DSE) settling pond located approximately 50 m north of the old cow shed. This connects through a series of onsite settling ponds to the Kaukapakapa River, which flows along the north western and north eastern boundary of the site.

A search of the Auckland Council (AC) groundwater maps indicated that there are eight bores within a radius of 200 m of the site. A bore (consent number 9768) is located within the truck depot, and one bore (consent number 9876) is located immediately north of the former poly house at 751 Kaipara Coast Highway. Both bore logs state they were used for stock and domestic supply and are 120 m deep. The bore at 751 Kaipara Coast Highway was used for irrigation of carnations in the poly house, and was reported by the site owner to have been used for domestic water supply for a short period. No further information supplied in regard to groundwater depth or use was provided in the AC groundwater maps.

3 SITE HISTORY

To understand the history of the site and particularly the nature and location of any potentially contaminating activities, a review of selected publicly available information for the site was undertaken. This included searches of

- Property files from the Auckland Council (AC);
- Contaminated Land Enquiry provided by AC;
- Selected historical aerial photographs available through AC and Google Earth;
- Contaminated land database search from the AC;
- Hazardous Substances and Incidents report, provided by the Environmental Protection Agency (EPA); and
- Correspondence with the landowner and developer.

3.1 Council Records

3.1.1 Contaminated Land Database

A search of the Contaminated Land Database for the site, maintained by AC's Environmental Health Unit of the Licensing and Compliance Services Department, was undertaken.

AC noted (email dated 20 July 2016) that there was no specific information or reports available with regard to potential contamination at 787 Kaipara Coast Hwy. AC noted (email dated 24 August 2016) that there had possibly been horticultural activities conducted at 751 Kaipara Coast Hwy, and that consent was granted to dismantle and remove a greenhouse in 1999.

No further information was supplied in relation to historic land use at the site.

3.1.2 Contaminated Land Enquiry

A Site Contamination Enquiry was requested from AC for 787 Kaipara Coast Hwy, and was received on 28 July 2016. The Site Contamination Enquiry provides information on records held by AC for landfills, bores, air discharge and industrial and trade process consents, contaminated site discharge consents, and environmental assessments at the site and within a 200 m radius of the site. The AC response mentions the dairy farm had a consent (no. 50238) for applying dairy shed effluent to land, but it was discontinued in June 2001 when the dairy farm closed down. There was no other information regarding potential contamination or filling at the site.

A second Site Contamination Enquiry was requested from AC for 751 Kaipara coast Highway, and was received on 24 August 2016. It lists bore information as set out in Section 2.2.

There was no other information regarding potential contamination or filling at the site.

3.1.3 Property File Review

The property file for 787 Kaipara Coast Highway was obtained from the Orewa Office of the AC (supplied on 28 July 2016). Selected details of the property files are provided in Appendix B. The property file includes the following information of relevance:

- 1961 – Building permit issued to build an implement shed (Building Permit no: BPA 175091);
- 1989 – Building permit issued to build an implement shed on the western side of the main access driveway to the yard (Building Permit no: BPA 530371);
- 1995 – Building consent issued to build a covered yard attached to the existing cow shed (Building Consent no: 952948); and
- 2003 – Building consent issued to build a second dwelling on the site (Building Consent no: ABA 32513).

The property file for 751 Kaipara Coast Highway was reviewed at the Orewa Office of the AC (viewed on 25 August 2016). Selected details of the property files are provided in Appendix B. The property file includes the following information of relevance:

- 1978 – Building permit issued to build an implement shed;
- 1990 – Building permit issued for additions to the main dwelling;
- 1993 – Building consent application granted for a plastic covered crop (ABA 939115). Drawings from this application show areas of proposed outdoor cropping located both immediately west and east of the poly house (refer to Section 3.3 for further information);
- 1994 – Building permit issued for the minor dwelling to be built 30 m to the east of the main dwelling;
- 1995 – Resource consent – water permit for abstracting groundwater from a bore for irrigation use on 0.1 ha of outdoor crops and 0.6 ha of plastic covered crops (water permit no. 939216);
- 1997 – Building permit issued for the wood workshop to be erected; and
- July 1999 – Letter stating the plastic covered crops were removed.

There was no other information of significance to this assessment identified in either of the property files.

3.1.4 Hazardous Substances and Incidents Report

The Environmental Protection Agency (EPA) maintained a list of reported hazardous substance incidents over the period July 2006 – December 2011. A review of the EPA register over this period identified no incidents of significance in relation to the site or immediately surrounding land.

3.2 Aerial Photographs

Historical aerial photographs were sourced from AC and Google Earth® and can be found in Appendix C.

- 1999 (AC, colour). There are three large buildings and one small shed on the southern boundary of 787 Kaipara Coast Highway, including one residential dwelling. A central driveway connects them all. There are two residential dwellings in the south western corner of the site (751 Kaipara Coast Highway). There is also a structure immediately south of the residences (wood workshop) and white structure located on the southern boundary (presumed to be the crop poly house). The rest of the site is in pasture. The surrounding land is residential on the north western and south western boundaries and the rest is rural land;
- 2006 (AC, colour). Another residential dwelling has been added next to the existing one at 787 Kaipara Coast Highway, with land disturbance evident to the south of the new dwelling. The driveway and yard around the cow shed has been widened and land disturbance is evident north of the cow shed. There are trucks parked on the driveway and there is a storage area on the south eastern side of the yard. At 751 Kaipara Coast Highway the crop poly house area has been removed and 100 m north of the dwellings a pond has been developed. The rest of the site, and the surrounding land use, is unchanged from the 1999 image; and
- 2016 (Google Earth, colour). At 787 Kaipara Coast Highway there is no land disturbance evidence around the cow shed. At 751 Kaipara Coast Highway the pond is now dry and the rest of the site is unchanged. The surrounding land use is the same, except there is evidence of cropping is taking place to the north of the site (north of the Kaukapakapa River).

3.3 Landowner Information

An interview was undertaken on 21 July 2016 with the land owner at 787 Kaipara Coast Hwy, Mr. Roger Hugh MacLennan, who has owned the property for over 30 years'. According to the Mr MacLennan there have been no potentially contaminating activities historically conducted on the property. Mr. MacLennan reported that the property was a dairy farm until it was converted to a beef cattle farm 15 years ago. Currently the property is still used as a beef farm, but there is also a yard where large trucks are stored, cleaned using a water blaster, and where general vehicle maintenance and upkeep occurs. It was reported that there are generally less than five trucks stored on the yard at any one time. The runoff from the water blasting flows overland into the former DSE ponds that flow into the Kaukapakapa River. It was reported that truck parking and maintenance activities have been conducted for the past five years. The yard area north of the cowshed has been filled with soil and gravel to extend the yard space. Any waste oil removed from the trucks is reported to be removed from the property immediately.

An interview was undertaken on 25 August 2016 with the land owner at 751 Kaipara Coast Highway, Mr. Jeff Down, who has owned the property for over 30 years'. According to Mr Down the site has historically been used primarily

for grazing cattle. A poly house was erected in the early 1990s and was reported to be used for growing carnations for a two-year period. The crops in the poly house were irrigated with fertiliser on a regular basis from an overhead irrigation system, and organic pesticides were reported to have been used on a weekly basis. This area is now an unused grass paddock with occasional grazing. During follow up phone discussions with the land owner, it was reported that carnations had been grown outdoors in the southwest corner of the site for a period of approximately one year (west of the poly house). This area is now planted in mature trees. The area of proposed cropping east of the poly house (as shown in property file plans) was reported to have not been undertaken. Mr Down stated that no other potentially contaminating activity had occurred on the property and that previous owners were also farmers.

4 SITE INVESTIGATION

4.1 Initial Site Walkover

A site visit was undertaken on Thursday, 21 July 2016 at 787 Kaipara Coast Highway, and subsequently on Thursday, 25 August at 751 Kaipara Coast Highway. Photos of the site visits are presented in Appendix D. The following observations were made during the site visit:

- The majority of the site is currently in pasture occupied by beef cattle;
- The area surrounding the dwellings on 751 and 787 Kaipara Coast Hwy are the two main areas of development on site;
- Development at 787 Kaipara Coast Hwy includes:
 - Two residential dwellings;
 - Approximately 50 m east of the dwellings is yard currently used as a truck depot, which includes a workshop and a redundant cow shed;
 - The truck yard is gravelled and is approximately 3,000 m² in area and contains the redundant cow shed and workshop;
 - The workshop contains old farming equipment and tools;
 - The redundant cow shed is also used for storage of farming supplies;
 - A stack of old fencing materials is stored behind the redundant cow shed;
 - An old DSE settling pond is present approximately 50 m north of the redundant cow shed; and
 - A digger and a tractor were parked in the yard.
- Development at 751 Kaipara Coast Hwy includes:
 - Two residential dwellings;
 - A wood workshop that contains general building materials and tools;
 - A garden shed and three bay garage; and
 - An old hay barn stores wood is located approximately 60 m north east of the minor dwelling.
- There were no visible signs of contamination such as oil or grease, and no areas of significant stressed or dying vegetation; and
- No evidence of current or historical above/underground storage tanks.

4.2 Soil Sampling

A total of eight shallow soil samples from four locations were collected to investigate shallow soils beneath and immediately adjacent to the truck yard, and four soil samples were taken from two locations at the location of the former crop poly house.

The locations were selected to investigate areas of potential concern, as identified during the site walkover and based on information review. Soil sampling locations are set out in more detail in Section 4.3. The soil sampling was undertaken in general accordance with the Contaminated Land Guidelines No.5 Site Investigation and Analysis of Soils (MfE, 1999, revised 2011). The methodology for the soil sampling is set out below.

4.2.1 Sampling Methodology

Soil sampling at 787 Kaipara Coast Highway was conducted on 21 July 2016. Four soil bores were advanced to a depth of approximately 500 mm below ground level (bgl) using a hand auger. Soil samples were collected from two depths at each location, being 0-100 mm bgl and 400-500 mm below ground level (bgl). Soil sampling locations are presented in Figure 2 below, and photographs of sampling locations are shown in Appendix D.

Soil sampling at 751 Kaipara Coast Highway was conducted on 26 August 2016. Two soil bores were advanced to a depth of approximately 400 mm below ground level (bgl) using a hand auger. Soil samples were collected from two depths at each location, being 0-100 mm bgl and 300-400 mm below ground level (bgl). Soil sampling locations are presented in Figure 3 below, and photographs of sampling locations are shown in Appendix D.

Soil samples were collected, placed in sample containers and transported in chilled containers, with Chain of Custody documentation, to RJ Hill Laboratories, Hamilton. On the basis of the potentially contaminating activities associated with the truck yard, particularly the potential for hydrocarbon impact from water blasting and waste oil, soil samples from 787 Kaipara Coast Highway were analysed for (Table 2):

- Heavy metals (arsenic (As), cadmium (Cd), chromium (Cr), copper (Cu), lead (Pb), nickel (Ni) and zinc (Zn));
- Polycyclic Aromatic Hydrocarbons (PAH); and
- Total Petroleum Hydrocarbons (TPH)

On the basis of potentially contaminating activities associated with horticultural use at 751 Kaipara Coast Highway, particularly the potential for persistent pesticide application, soil samples were analysed for (Table 3):

- Heavy metals (arsenic (As), copper (Cu), and lead (Pb)); and
- Organochlorine pesticides (OCPs).

Table 2: Summary table of sample locations and laboratory analytical schedule at 787 Kaipara Coast Highway

Sample Location	Depth (mm bgl)	Soil Type	Lab Analysis
KC1_50	0-100	Silty clay	Heavy Metals. PAH, TPH
KC1_400	400-500	Clay	Hold cold
KC2_50	0-100	Silty clay	Heavy Metals. PAH, TPH
KC2_400	400-500	Clay	Hold cold
KC3_50	0-100	Silty clay	Heavy Metals. PAH, TPH
KC3_400	400-500	Clay	Hold cold
KC4_50	0-100	Silty clay	Heavy Metals. PAH, TPH
KC4_400	400-500	Clay	Hold cold
KC5_50	0-100	Silty clay	Heavy Metals. PAH, TPH
KC5_400	400-500	Clay	Hold cold
KC6_50	0-100	Silty clay	Heavy Metals. PAH, TPH
KC6_400	400-500	Clay	Hold cold

Table 3: Summary table of sample locations and laboratory analytical schedule at 751 Kaipara Coast Highway


Sample Location	Depth (mm bgl)	Soil Type	Lab Analysis
KK_100	0-100	Silty clay	OCP, As, Cu, Pb
KK_300	300-400	Clay	Hold cold
KK_100	0-100	Silty clay	OCP, As, Cu, Pb
KK_300	300-400	Clay	Hold cold

4.2.2 QA/QC

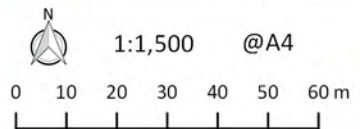
Standard 4Sight field quality assurance protocols were followed. All tools used for sampling were washed in a decontaminant solution between samples to remove the risk of cross contamination. Nitrile gloves were used and disposed of between each sample. RJ Hill Laboratories are a New Zealand accredited laboratory (by International Accreditation NZ). Their primary quality standard is NZS/ISO/IEC 17025:2005 which incorporates the aspects of ISO 9000 relevant to testing laboratories. Refer to the laboratory analysis report in Appendix E for further information on accreditation.

Cadastral data sourced from the LINZ Data Service <https://data.linz.govt.nz/> under the Creative Commons Attribution 3.0 New Zealand licence. Aerial imagery sourced from Google Earth.



 Approximate Site Boundary

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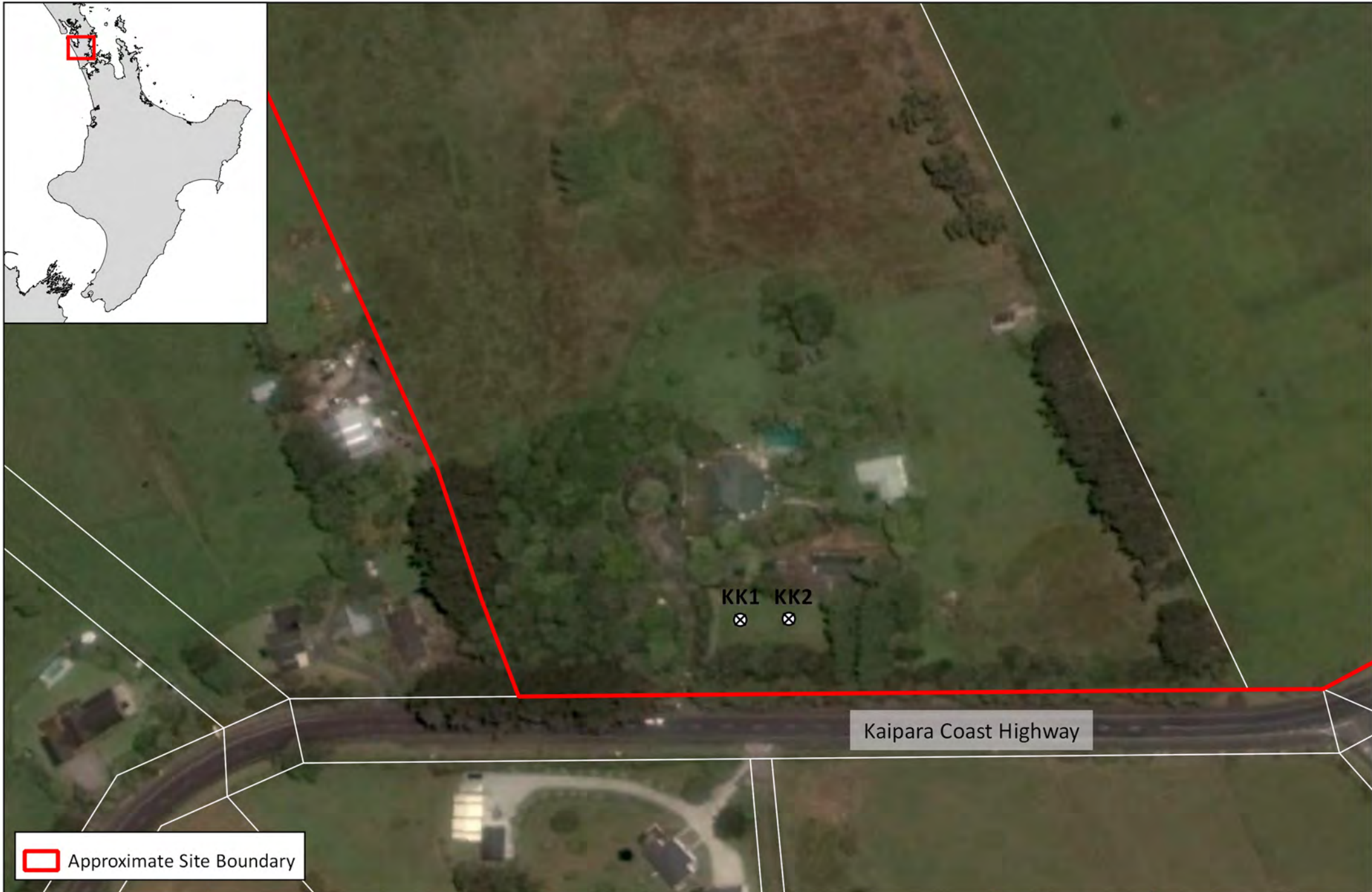
AA2116: 787 Kaipara Coast Highway PSI
Figure 2: Soil Sample Locations 787 Kaipara Coast Highway


Plan prepared for Grandview Estates Ltd. by 4Sight Consulting.

Date: 25/08/2016
Version: 1.0
Author: Kyle Redshaw
Checked: Nigel Mather
Approved: Alice Andrew

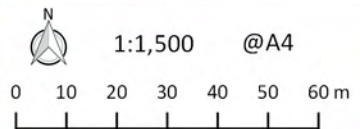


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 Approximate Site Boundary

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AA2116: 787 Kaipara Coast Highway PSI
Figure 3: Soil Sample Locations 751 Kaipara Coast Highway
 Plan prepared for Grandview Estates Ltd. by 4Sight Consulting.

Date: 25/08/2016
 Version: 1.0
 Author: Kyle Redshaw
 Checked: Nigel Mather
 Approved: Alice Andrew



4.3 Sampling Observations

Photos of the soil sample locations and the soil profile at each sample site are presented in Appendix D. The following observations were made during the soil sampling:

- Sample site KC1 was located on a stock pen near the farm supply bore;
- Sample site KC2 was located in the centre of truck yard;
- Sample site KC3 was located near an historic feed pad site on the northern side of the truck yard;
- Sample site KC4 was located downgradient of the truck water blasting area where wash water flows overland to the DSE pond;
- Sample site KK1 and KK2 were both located in the former poly house covered cropping area;
- The subsoil was wet at all locations;
- There was no obvious sign of landfill material in the surface soil such as glass or plastic; and
- There was no obvious discolouration of the soil and no odours were present at any of the sample sites.

4.4 Evaluation Criteria

The soil sample results have been screened against the following criteria:

- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES Soil) Soil Contaminant Standards (SCS) using both the rural/lifestyle block (including 25% home-grown produce consumption) land use scenario and residential 10% produce. These land use scenarios have been selected to represent the proposed nature of the subdivision (mixed lot size);
- MfE (revised 2011) *Guidelines for Assessing and Managing Petroleum Hydrocarbon Contaminated Sites in New Zealand* (MfE Petroleum Guidelines)– All Pathways Criteria. These guidelines are a composite of the limiting (or lowest value) acceptance criteria concentrations drawn from the following:
 - the inhalation, soil ingestion, dermal and produce ingestion pathway criteria;
 - criteria developed to be protective of subsurface maintenance/excavation workers (based on soil ingestion, dermal absorption and inhalation exposure pathways); and
 - TPH surrogate criteria developed as a screening tool for diesel derived polycyclic aromatic hydrocarbons (PAH) constituents.

Specifically, the soil results have been compared to residential land use for a silty clay soil type.

- Background levels for heavy metals (non-volcanic range) as presented in Auckland Regional Council’s TP153 (Background Concentrations of Inorganic Elements in Soils from the Auckland Region, 2001), used as a guideline for typical concentrations in non-volcanic soils;
- ACRP:ALW Permitted Activity Criteria (Schedule 10) for Discharge; and
- Rule 2.1.3 of Section H.4.5 of the PAUP, which contains the same criteria as the ACRP:ALW.

4.5 Results and Discussion

A summary of the laboratory results is presented in Tables 4, 5 and 6. The full results are contained in the laboratory analysis reports provided in Appendix E.

- The analytical results show that the concentrations of heavy metals in all soil samples analysed are below the typical background concentrations for non-volcanic soil in the Auckland Region, as presented in the AC Non-Volcanic Soil Guidelines, with the exception of:
 - Soil sample KR4_50 (lead concentration of 182 mg/kg against a background upper limit of 65mg/kg); and
 - Soil sample KK2_100 (arsenic concentration of 25 mg/kg against a background upper limit of 12 mg/kg, copper concentration of 81 mg/kg against a background upper limit of 45mg/kg, and lead concentration of 73 mg/kg against a background upper limit of 65mg/kg).

- The concentration of heavy metals in all soil samples analysed are below the NES Soil Contaminant Standards (SCS) for rural/lifestyle block (including 25% home-grown produce consumption) land use, with the exception of:
 - Soil sample KR4_50, where the concentration of lead was 182 mg/kg, which exceeded the NES guideline of 160 mg/kg; and
 - Soil sample KK2_100, where the concentration of arsenic was 25 mg/kg, which exceeded the NES guideline of 17 mg/kg.
- The concentration of heavy metals in all soil samples analysed are below the NES Soil Contaminant Standards (SCS) for the residential 10% produce land use scenario; with the exception of:
 - Soil sample KK2_100, where the concentration of arsenic was 25 mg/kg, which exceeded the NES guideline of 20 mg/kg.
- OCPs were below detection limits in the soil samples analysed at 751 Kaipara Coast Hwy, with the exception of:
 - Soil sample KK2_100, where the concentration of 4,4'-DDT was detected at 0.026 mg/kg.
- TPH were not detected in any of the shallow soil samples analysed, and were therefore below the MfE Petroleum Guidelines for Residential land use; and
- All six soil samples were below the ACRP:ALW and PAUP discharge criteria.

Table 4: Summary of laboratory results of heavy metals

Sample ID	Depth (mm bgl)	Heavy Metals (mg/kg)						
		As	Cd	Cr	Cu	Pb	Ni	Zn
KR1_50	0-100	6	0.24	17	18	10.1	11	64
KR2_50	0-100	5	0.55	12	13	20	8	57
KR3_50	0-100	<2	<0.10	6	5	7	2	21
KR4_50	0-100	4	0.44	8	20	182	3	137
KK1_100	0-100	4	-	-	8	22	-	-
KK2_100	0-100	25	-	-	81	73	-	-
<i>Background – Non-volcanic¹</i>		0.4 - 12	<0.1-0.65	2-55	1 - 45	<1.5 - 65	0.9-35	9-180
<i>NES Guidelines – Rural Residential/Lifestyle 25% produce²</i>		17	0.8	290	>10,000	160	-	-
<i>NES Guidelines - Residential 10% produce²</i>		20	3	460	>10,000	210	-	-
<i>ACRP:ALW / PAUP³</i>		100	7.5	400	325	250	105	400

1: Background Concentrations of Inorganic Elements in Soils from the Auckland Region', Technical Publication No. 153, (Auckland Regional Council, 2001). Exceedances are underlined.

2: 'National Environmental Standards for Managing and Assessing Contaminants in Soil to Protect Human Health' - Soil Contaminant Standards (SCS), (MfE, 2012). Exceedances are in **bold**.

3: Auckland Council Regional Plan: Air, Land and Water, Schedule 10 and Proposed Auckland Unitary Plan, Permitted Activity Criteria: Discharge', (Auckland Regional Council, 2010).

Table 5: Summary of laboratory results of Total Petroleum Hydrocarbons (TPH)

Sample ID	Soil Type	Depth (mm bgl)	TPH (mg/kg)		
			C7-C9	C10-C14	C15-C36
KC1_50	Silty clay	0-100	<10	<20	<40
KC2_50	Silty clay	0-100	<8	<20	<40
KC3_50	Silty clay	0-100	<9	<20	<40
KC4_50	Silty clay	0-100	<9	<20	<40
<i>MfE Petroleum Guidelines¹ – Residential Land Use All Pathways (<1m bgl)</i>			2,700	560	>20,000

1. Guidelines for Assessing and Managing Petroleum Hydrocarbon Contaminated Sites in New Zealand, Module 4 – Tier 1 Soil Screening Criteria' (MfE Petroleum Guidelines) (MfE 1999).

Table 6: Summary of laboratory results of Organochlorine Pesticides (OCP)

Sample ID	Depth (mm bgl)	Organochlorine Pesticides (OCP) (mg/kg)		
		Dieldrin	4,4'-DDT	Total DDT Isomers ⁵
KK1_100	0-100	<0.001	<0.001	<0.06
KK2_100	0-100	<0.001	0.026	<0.06
<i>NES Guidelines – Rural Residential/Lifestyle 25% produce¹</i>		1.1	-	45
<i>NES Guidelines - Residential 10% produce²</i>		2.6	-	70

1: 'National Environmental Standards for Managing and Assessing Contaminants in Soil to Protect Human Health' - Soil Contaminant Standards (SCS), (MfE, 2012). Exceedances are in **bold**.

2: The total sum of DDD, DDE and DDT.

5 CONCLUSIONS

4Sight Consulting Ltd (4Sight) has been commissioned by Aspire Engineering Consultants (the Client) to undertake a Preliminary Site Investigation (PSI) at 751 and 787 Kaipara Coast Highway, Kaukapakapa (the site). This investigation included reviewing the site's history and field observations. The key findings are:

- The majority of the site is currently in pasture occupied by beef cattle. A truck depot is located on the southern boundary of 787 Kaipara Coast Hwy, with activities including truck parking, basic vehicle maintenance, and vehicle washing. A poly house used for covered cropping was formerly located in the south western corner of 751 Kaipara Coast Hwy, and short term outdoor cropping was conducted immediately west of the former poly house location;
- On the basis of activities observed and property information reviewed HAIL activities have occurred at 751 Kaipara Coast Hwy, specifically under the category of persistent pesticide bulk storage or use including – market gardens and spray sheds. HAIL activities have also occurred at 787 Kaipara Coast Hwy, specifically vehicle refuelling, service and repair – including workshops and maintenance areas;
- Wash water from the truck washing activities flows overland into a former DSE pond then into the Kaukapakapa River. Analysis of shallow soil in this area identified a lead concentration that exceeded the NES SCS for rural/lifestyle block (including 25% home-grown produce consumption), but was below the NES SCS for the residential 10% produce land use scenario;
- Concentrations of arsenic, copper and lead in shallow soils at one location beneath the former poly house are above the typical background range for non-volcanic soils, and the arsenic concentration is elevated above the NES SCS for the NES SCS for rural/lifestyle block (including 25% home-grown produce consumption), and the NES SCS for the residential 10% produce land use scenario; and
- Concentrations of contaminants in all the other soil samples was below the Auckland non-volcanic soil background concentrations, the NES SCS guidelines, MfE Petroleum Guidelines and the ACRP:ALW / PAUP guidelines.

Based on the findings of this investigation the following conclusions have been made:

- The limited soil sampling indicated that activities undertaken in the truck yard have not had a widespread impact across this area. The location of elevated lead concentrations in shallow soil (the overland flow path from the vehicle wash pad to the DSE ponds) is beneath the currently proposed access road into the subdivision. Reuse of soils from this location beneath the road and berms is considered acceptable and is highly unlikely to present a risk to human health; and
- The limited sampling at the location of the former poly house indicates residual contamination from use of persistent pesticides which marginally exceeded NES SCS. The existing residences and location of the former poly house are not subject to development as part of the proposed subdivision (refer to development plans in Appendix A) and will remain as a lifestyle block. The former poly house location is currently an unused grass paddock which is occasionally used for grazing. The former outdoor cropping area is currently planted in mature trees. It is considered that neither of these areas is part of the general living space of the residence, and that the former location of the poly house is considered production land. On this basis, the location of the former poly house is not considered a piece of land in terms of this assessment, and it is considered highly unlikely that there will be a risk to human health as part of the proposed development.

We consider that the proposed subdivision can proceed as a permitted activity in accordance with Clause 8(4) of the NES Soil. Soil disturbance activities will occur across the current truck depot as part of construction of a new access road. The volumes of these earthworks across the truck depot (piece of land) will be no more than 25 m³ per 500 m². Soil disturbance activities can be undertaken as a permitted activity in accordance with Clause 8(3) of the NES Soil.

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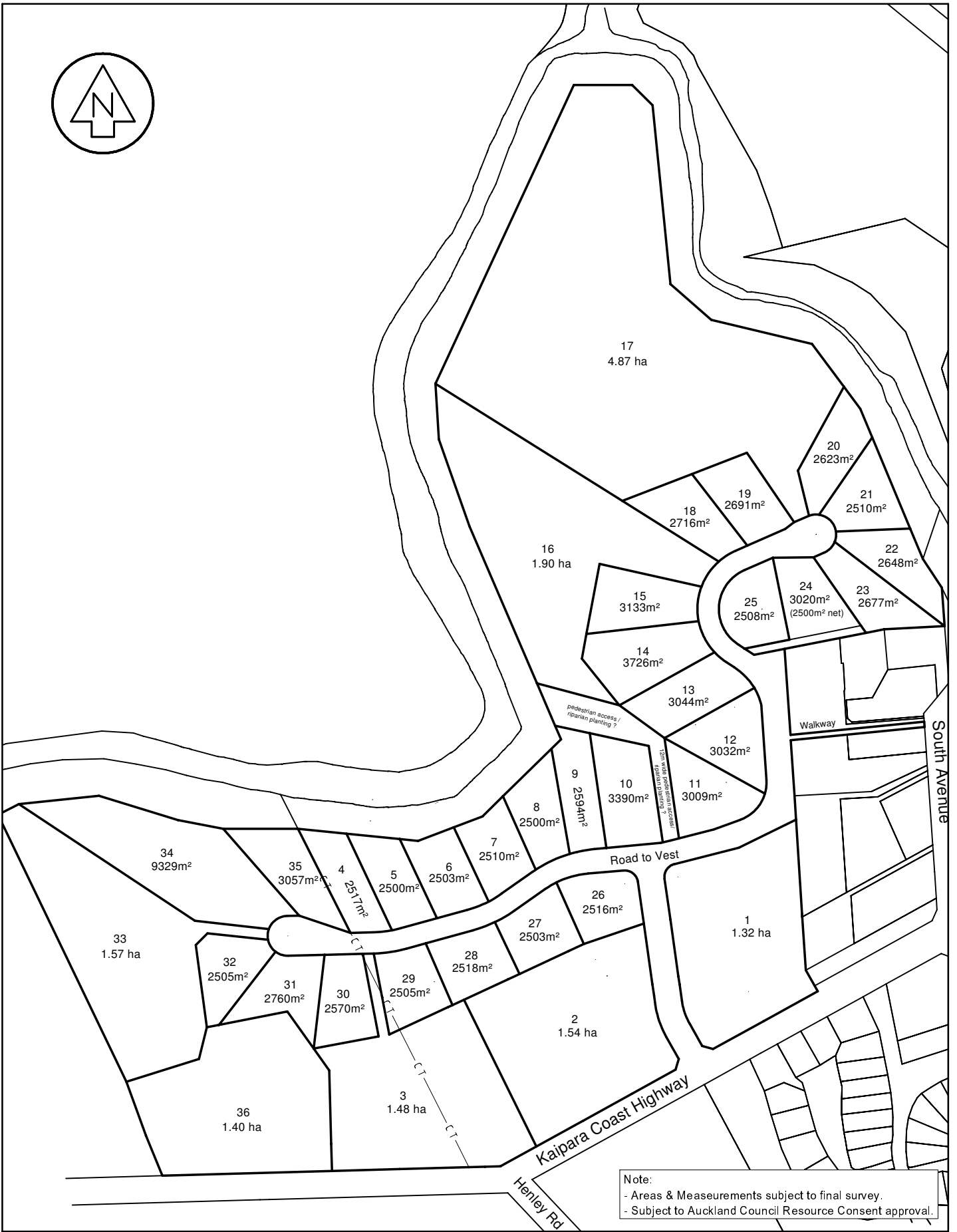
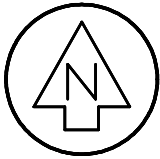
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From a technical perspective, the subsurface environment at any site may present substantial uncertainty. It is a heterogeneous, complex environment, in which small subsurface features or changes in geologic conditions can have substantial impacts on water, vapour and chemical movement. 4Sight Consulting's professional opinions are based on its professional judgement, experience, and training. These opinions are also based upon data derived from the testing and analysis described in this document. It is possible that additional testing and analysis might produce different results and/or different opinions. This document was prepared based on information provided by others. Should additional information become available, this report should be updated accordingly.

Appendix A:

Preliminary Plans



Note:
 - Areas & Measurements subject to final survey.
 - Subject to Auckland Council Resource Consent approval.

C & R SURVEYORS LTD
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 LAND SURVEYORS
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 PO BOX 564, ŌREWA 0946
 WWW.CRSURVEYORS.CO.NZ

Drawing Title:
**Overall Concept Plan
 751 & 787 Kaipara Coast Highway
 Kaukapakapa**

Original Scale: 1:2500	Original Size: A3
Date: 15 August 2016	
Job Number: 5177 Ver2 - Final	

Appendix B:

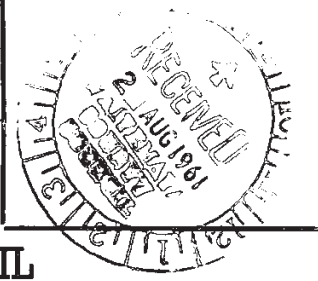
Selected Property File Information

BPA 175091

DATE STAMP

APPLICATION No. 567, 77 PERMIT No. _____

VALUATION Roll No. 308, 171 DATE ISSUED - 8 3 1961



WAITEMATA COUNTY COUNCIL
P.O. BOX 5440 — AUCKLAND, C.1.

Application for a Building Permit

OWNER OF SECTION. NAME ERIC COLGAN. PHONE No. 118
(BLOCK CAPITALS)

PRESENT POSTAL ADDRESS KAUKAPAKAPA.

BUILDER. NAME SELF. PHONE No. _____

POSTAL ADDRESS _____

(Note:—Permit will be posted to builder unless otherwise requested).

NATURE OF PROPOSED BUILDING WORK IMPLEMENT SHED.

VALUE OF WORK £ 90 — FEE £ 10 — (See back page).

FULL LEGAL DESCRIPTION OF SECTION (as appears on either rate demand or title deeds).

PT LOT 4 IPP 1526 of ALLOT 14, 153 also P.D.P. 8926 14.99, PT 153 ARARI MU. PSH.

NAME OF PREVIOUS OWNER OF SECTION _____

AREA OF SECTION _____ Acre(s). Frontage _____ Feet.

ROAD NAME _____ LOCALITY Kaukapakapa

IMPORTANT SEE INSTRUCTIONS INSIDE

FOR OFFICE USE ONLY

Footpath-Deposit		Refund	
Fee	/ /	Amount	/ /
Recpt.	_____	To	_____
Paid By	_____	Date	_____

Remarks: _____

Permit issued subject to the following conditions:—

APPROVED BY E. J. Cox BUILDING INSPECTOR 4/8/61 DATE

~~APPROVED BY _____ HEALTH INSPECTOR _____ DATE~~

FEE £ — : 10 : — RECEIPT No. 9342 DATE 2/8/61

P. J. H.
3/8/61 114

BUILDING PERMIT APPLICATION

IMPORTANT: PLEASE READ INSTRUCTION ON PAGE 3 AND COMPLETE THE FOLLOWING INFORMATION

OWNER OF SECTION:
 NAME RHOS MACLENNAN PHONE NO. BUS _____
 PHONE NO. PVT HW 5208
 PRESENT POSTAL ADDRESS P.O. BOX 20 HELENSBURG

BUILDER:
 NAME SELF PHONE NO. _____
 ADDRESS _____
 (PERMIT WILL BE POSTED TO BUILDER UNLESS OTHERWISE REQUESTED)
 PREVIOUS OWNER OF SECTION: NAME MRS E. COLGAN

LEGAL DESCRIPTION OF SECTION: (SEE RATES FORM)
 LOT (E D.P. 100194) LOT 1 DP 100194 ARARIMU PSH BLK 1
 STREET OR ROAD NUMBER _____ VALUATION NO 3070-128
 STREET OR ROAD NAME STATE HIGHWAY 16 LOCALITY KANARARA
 AREA OF SECTION 20125 HECTARES RIDING KANARA-KOIA
18 6987 SQ METRES

DESCRIPTION OF PROPOSED WORK:
CONSTRUCTION OF FARM IMPLEMENT SHED

FLOOR AREA: 151.7 SQ METRES
 CARPORT/GARAGE _____
 ADDITION _____
 BASEMENT _____
 GROUND FLOOR 151.7
 FIRST FLOOR _____
 OTHERS _____
 TOTAL AREA 151.7

VALUE OF BUILDING WORK ONLY \$ 9000.00
 (THE EXCISION OF THE BUILDING BY WORK SHALL BE PAID BY THE APPLICANT)

SIGNATURE OF APPLICANT [Signature]

FOR OFFICE USE ONLY

PURPOSE	AMOUNT	DATE	RECEIVED	DATE
BUILDING	12000.00	11/09/89	[Signature]	11/09/89
WATER SUPPLY				
SEWERAGE				
WATER RETIC.				
BUILDING DEPARTMENT FEE				
TOTAL PERMIT FEE				
WATER CONNECTION				
WATER SUPPLY SYSTEM				
SEWER RETICULATION				

BUILDING PERMIT APPLICATION FEES

ESTIMATED VALUE OF WORK	INCLUSIVE OF GST
\$ 1,000	\$ 33
\$ 1,001	\$ 44
\$ 2,001	\$ 66
\$ 4,001	\$ 87
\$ 6,001	\$ 113
\$ 8,001	\$ 131
\$ 10,001	\$ 200
\$ 15,001	\$ 239
\$ 20,001	\$ 271
\$ 25,001	\$ 304
\$ 30,001	\$ 334
\$ 35,001	\$ 373
\$ 40,001	\$ 400
\$ 50,001	\$ 433
\$ 60,001	\$ 465
\$ 70,001	\$ 498
\$ 80,001	\$ 530
\$ 90,001	\$ 563
\$ 100,001	\$ 594
\$ 120,001	\$ 633
\$ 140,001	\$ 659
\$ 160,001	\$ 693
\$ 180,001	\$ 727
\$ 200,001	\$ 790

ABOVE \$250,000 AN ADDITIONAL \$25 FOR EVERY ADDITIONAL \$20,000 OR PART THEREOF.

BUILDING RESEARCH LEVY

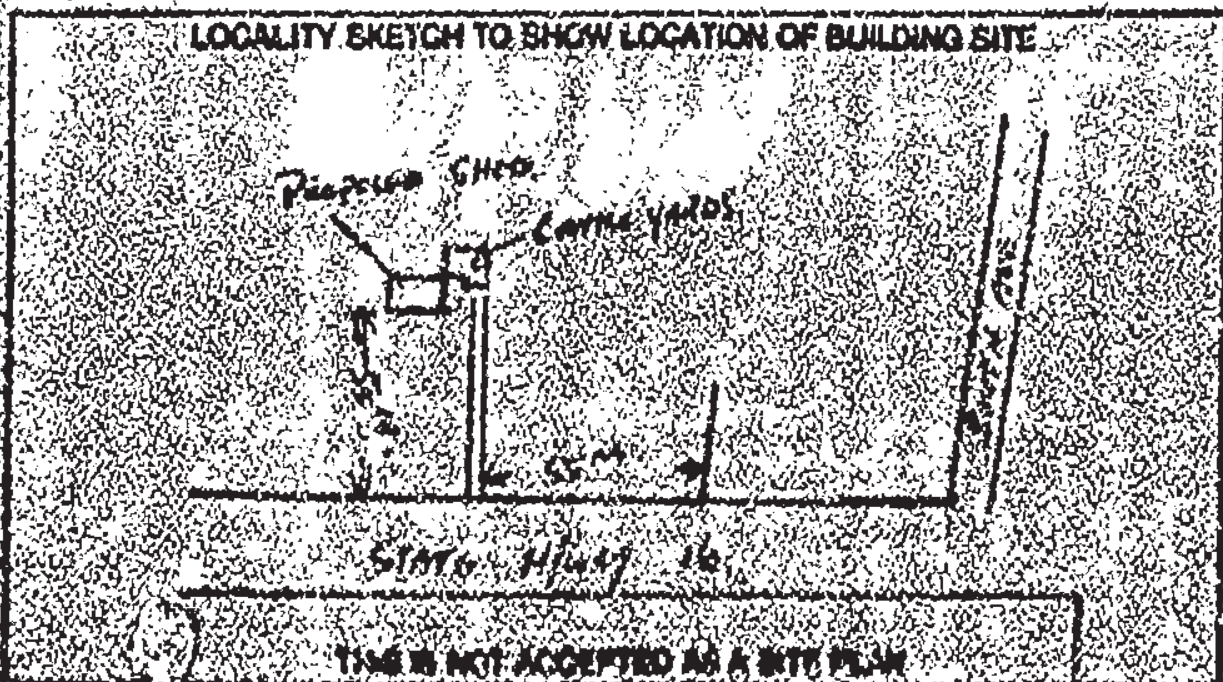
THE LEVY IS \$1.00 (PLUS GST) FOR EACH \$1,000 (OR PART \$1,000) OF THE TOTAL VALUE.

NOTE: THIS LEVY IS PAYABLE ON ALL WORK VALUED \$20,000 AND OVER.

INSPECTION FEE FOR OLD OR USED TIMBER OR SECONDHAND BUILDINGS

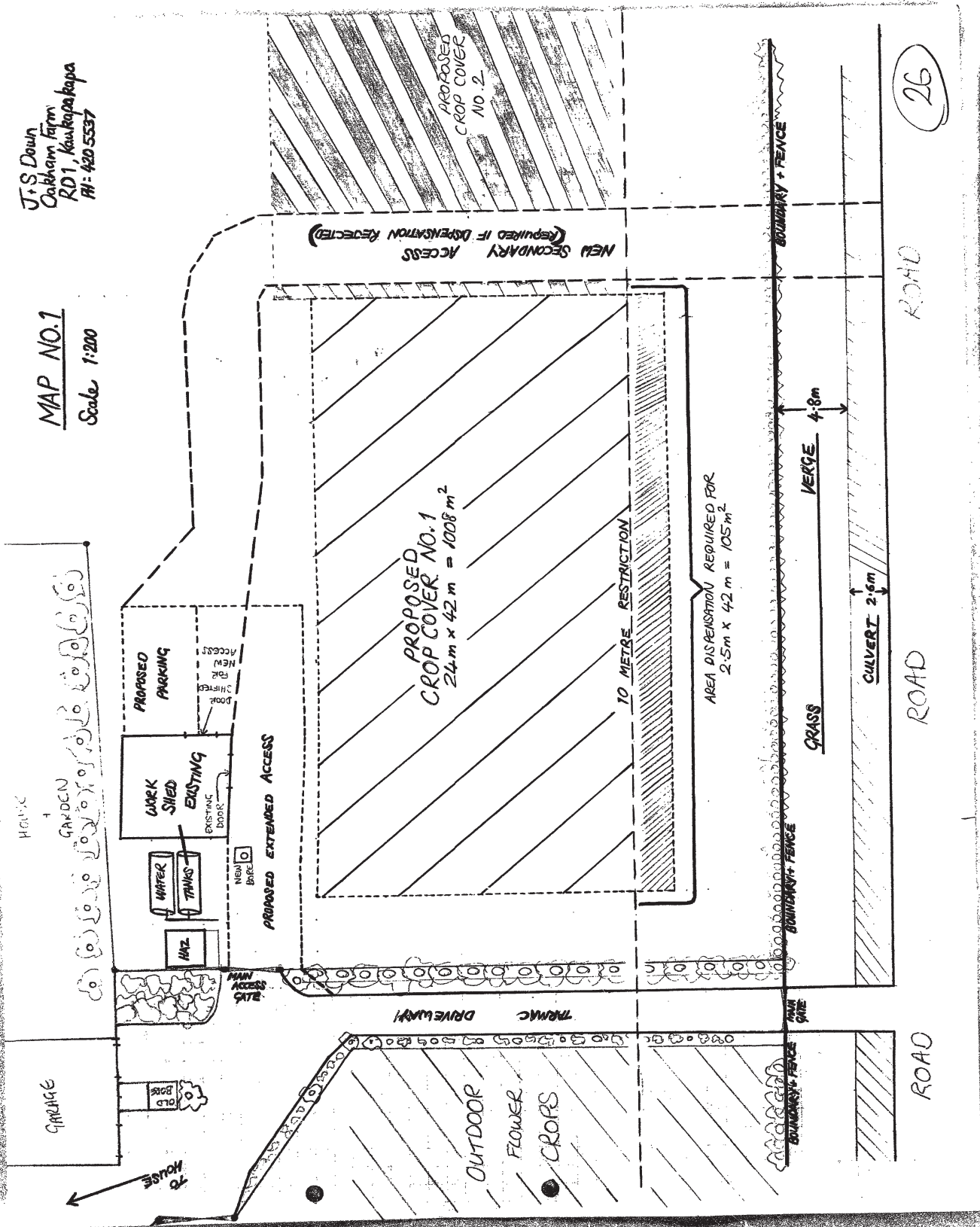
- (a) INSPECTIONS OUTSIDE COUNTY \$100
- (b) INSPECTIONS WITHIN THE COUNTY \$40

PROVIDED THAT WHERE AN INSPECTION IS REQUIRED OUTSIDE A RADIUS OF 50 KILOMETRES FROM THE APPROPRIATE DISTRICT OFFICE OR HEAD OFFICE OF THE COUNTY, PUBLIC SERVICE MILEAGE RATES SHALL BE LEVIED IN ADDITION TO THE ABOVE CHARGES.



J+S Down
 Oakham Farm
 RD 1, Kawakapa kapa
 PH: 420 5537

MAP NO. 1
 Scale 1:200



micro images

2

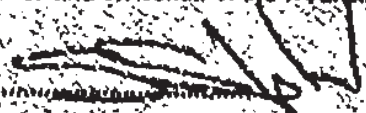
BUILDING CONSENT NO: ABA 95248

Project Information Memorandum No: ABA 95248

Section 35, Building Act 1991

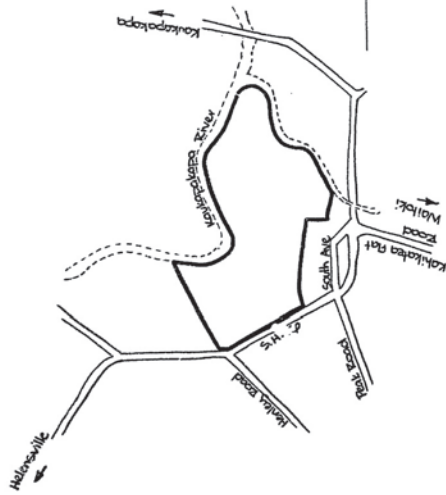
ISSUED BY: RODNEY DISTRICT COUNCIL

(Insert a tick in each applicable box. Attach relevant documents)

APPLICANT	PROJECT
<p>Name: MACLENNAN, ROBERT HUGH</p> <p>Mailing Address: CT 787 KAIPARA COAST HIGHWAY, KAUKAPAKAPA</p>	<p>Alteration <input checked="" type="checkbox"/></p> <p>Stage No of an intended stages</p>
<p>PROJECT LOCATION</p> <p>Street Address: CT 787 KAIPARA COAST HIGHWAY, KAUKAPAKAPA, KAUKAPAKAPA</p>	<p>New Building <input checked="" type="checkbox"/></p> <p>Alteration <input type="checkbox"/></p> <p>Intended Use(s) in detail: RESIDENTIAL</p>
<p>LEGAL DESCRIPTION</p> <p>Property Number: 1021312</p> <p>Valuation Roll No: 30710 1200</p> <p>Legal Description: LOT 1 DP 144973</p>	<p>Intended Life:</p> <p>Indefinite, not less than 60 years <input checked="" type="checkbox"/></p> <p>Specified as years</p> <p>Demolition <input type="checkbox"/></p> <p>Estimated Value: \$16000</p>
<p>COUNCIL CHARGES</p> <p>The balance of Council's charges payable on uplifting of this building consent, in accordance with the tax invoice are:</p> <p>Total: \$</p> <p>ALL FEES ARE GST INCLUSIVE</p>	<p>Signed for and on behalf of the Council:</p> <p>Name: </p> <p>Position: District Building Inspector</p> <p>Date: 24 NOV 1995</p>

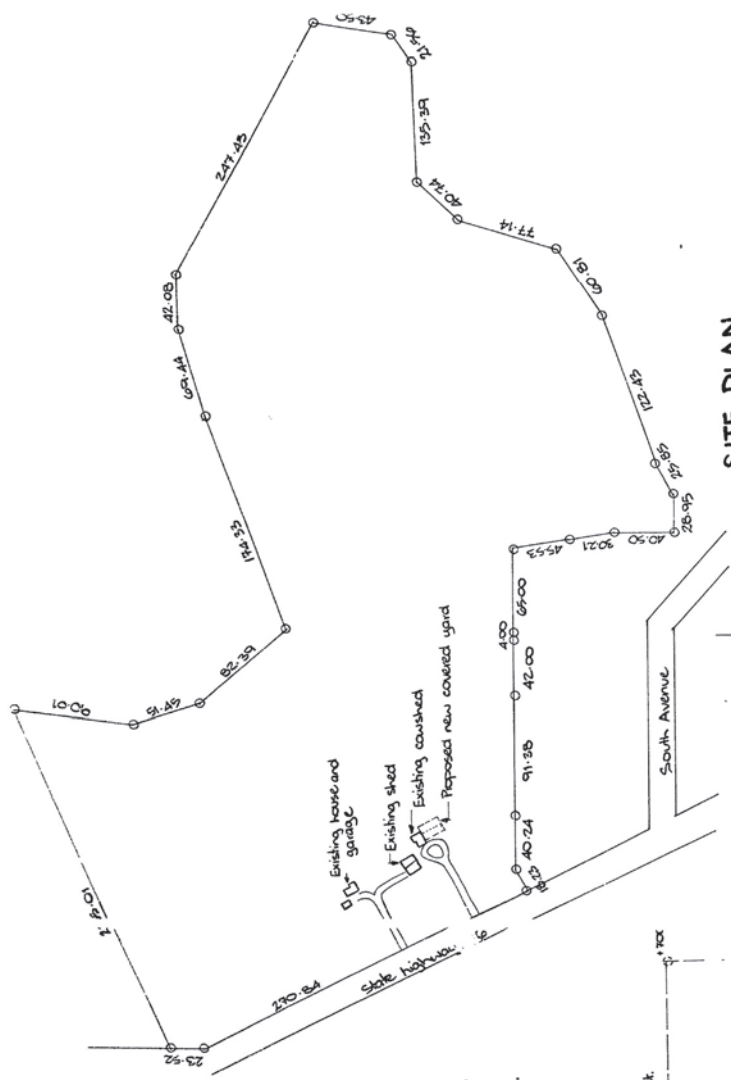
This building consent is a consent under the Building Act 1991 to undertake building work in accordance with the attached plans and specifications so as to comply with the provisions of the building code. It does not affect any duty or responsibility under any other Act nor permit any breach of any other Act.

This building consent is issued subject to the conditions specified in the attached page headed "Conditions of Building Consent No."



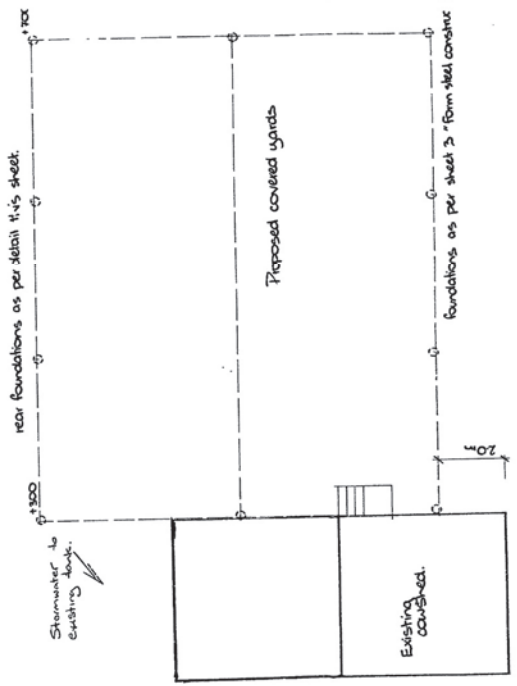
LEGAL DESC.
 LOT 144375
 AREA 18,9451 ha.

LOCATION PLAN 1:10,000

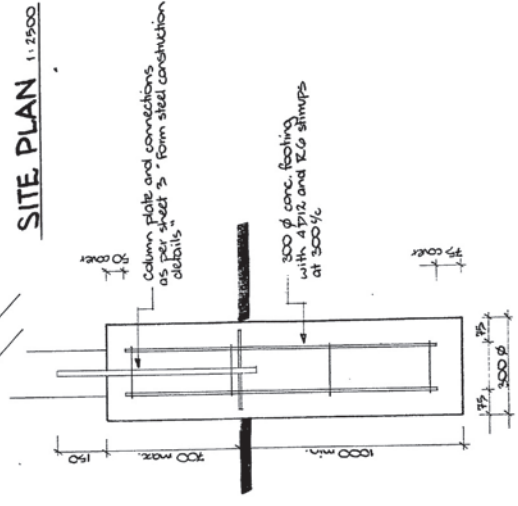


SITE PLAN 1:2500

PLANS AND SPECIFICATION **APPROVED** SUBJECT TO SUCH CONDITIONS AS ARE TO BE ENDORSED OR APPENDED TO BUILDING CONSENT SIGNED BUILDING INSPECTOR DATE 23-11-25



COVERED YARDS SETOUT 1:100



REAR FOUNDATION DETAIL 1:10

REAR FOUNDATION DETAIL 1:10

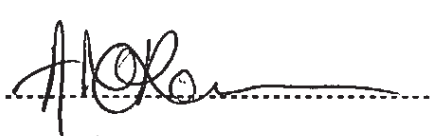
82

BUILDING CONSENT NO: ABA 32513

PROJECT INFORMATION MEMORANDUM NO: ABA 32513

Section 35, Building Act

ISSUED BY: RODNEY DISTRICT COUNCIL

APPLICANT	PROJECT
Name: MACLENNAN, ROBERT HUGH Mailing Address: C/- PAUL GRAHAM 26 BRIGHTSIDE ROAD STANMORE BAY	All <input checked="" type="checkbox"/> Description: NEW CONSTRUCTION Nature: DWELLING Intended Use(s) in detail: Residential
PROJECT LOCATION	
Street Address: 787 KAIPARA COAST HIGHWAY SH16, KAUKAPAKAPA,	Intended Life: Indefinite, but not less than 50 years
LEGAL DESCRIPTION	
Property Number: 5507967 Valuation Roll No: 30710 12800 B Legal Description: LOT 1 DP 144373	Estimated Value: 104000
COUNCIL CHARGES	Signed for and on behalf of the Council:
The balance of Council's charges payable on uplifting this building consent, in accordance with the tax invoice are: Total: \$ ALL FEES ARE GST INCLUSIVE	Name:  Date: 15/10/03

This building consent is a consent under the Building Act 1991 to undertake building work in accordance with the attached plans and specifications so as to comply with the provisions of the building code. It does not affect any duty or responsibility under any other Act nor permit any breach of any other Act.

This building consent is issued subject to the conditions specified in the attached pages headed "Conditions of Building Consent No." ABA 32513



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir
Registrar-General
of Land

Identifier NA85C/817
Land Registration District North Auckland
Date Issued 28 March 1991

Prior References

NAS4C/883 NA70A/926

Estate Fee Simple
Area 18.6987 hectares more or less
Legal Description Lot 1 Deposited Plan 144373

Proprietors

Robert Hugh MacLennan and Maireire Susan MacLennan


Interests


D676503.2 Mortgage to McVeagh Kennedy Solicitors Nominee Company Limited - 30.1.2002 at 3.28 pm

Appendix C:

Historic Aerial Photography

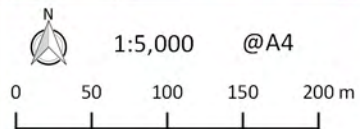


 Approximate Site Boundary

 Kaipara Coast Highway

Cadastral data sourced from the LINZ Data Service <https://data.linz.govt.nz/> under the Creative Commons Attribution 3.0 New Zealand licence.

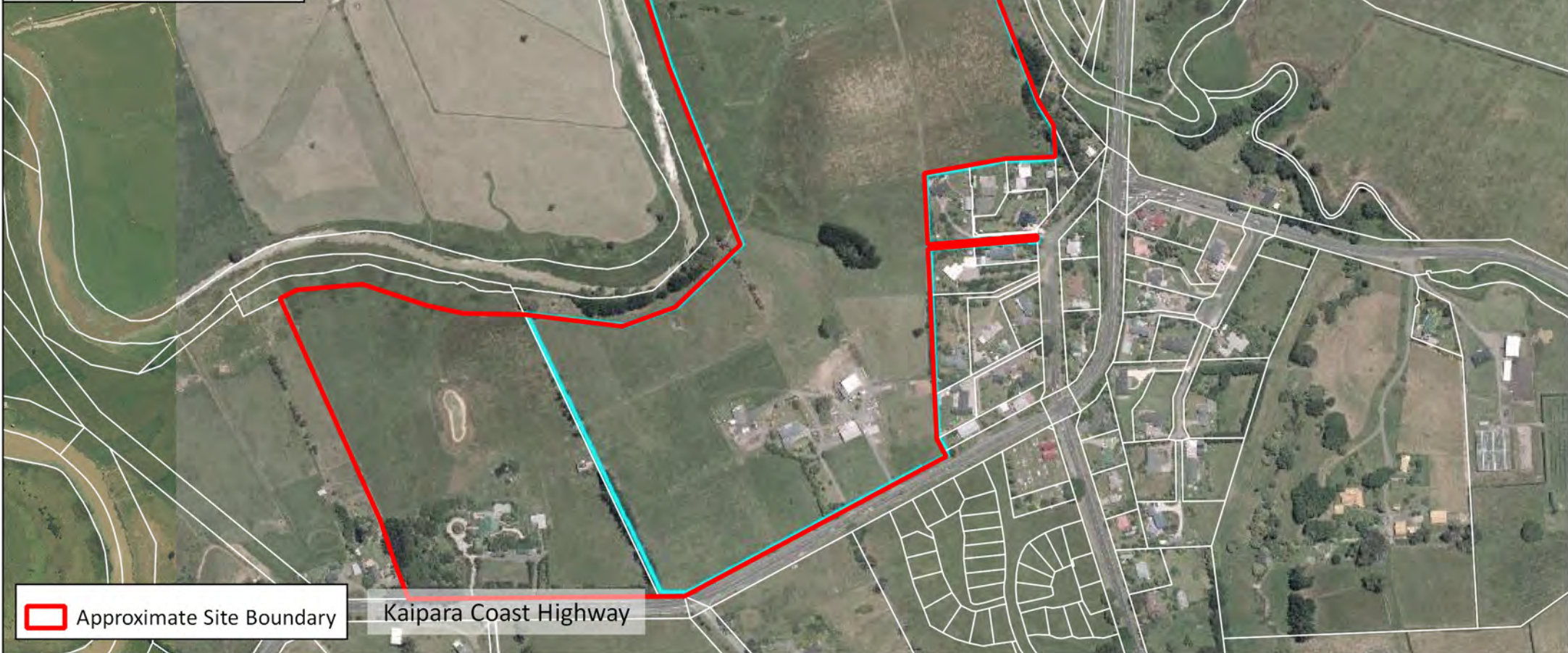
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AA2116: 787 Kaipara Coast Highway PSI
Aerial Photograph of the Site Taken in 1999
Plan prepared for Grandview Estates Ltd. by 4Sight Consulting.

Date: 25/08/2016
Version: 1.0
Author: Kyle Redshaw
Checked: Nigel Mather
Approved: Alice Andrew



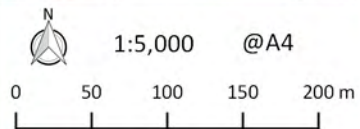


Approximate Site Boundary

Kaipara Coast Highway

Cadastral data sourced from the LINZ Data Service <https://data.linz.govt.nz/> under the Creative Commons Attribution 3.0 New Zealand licence.

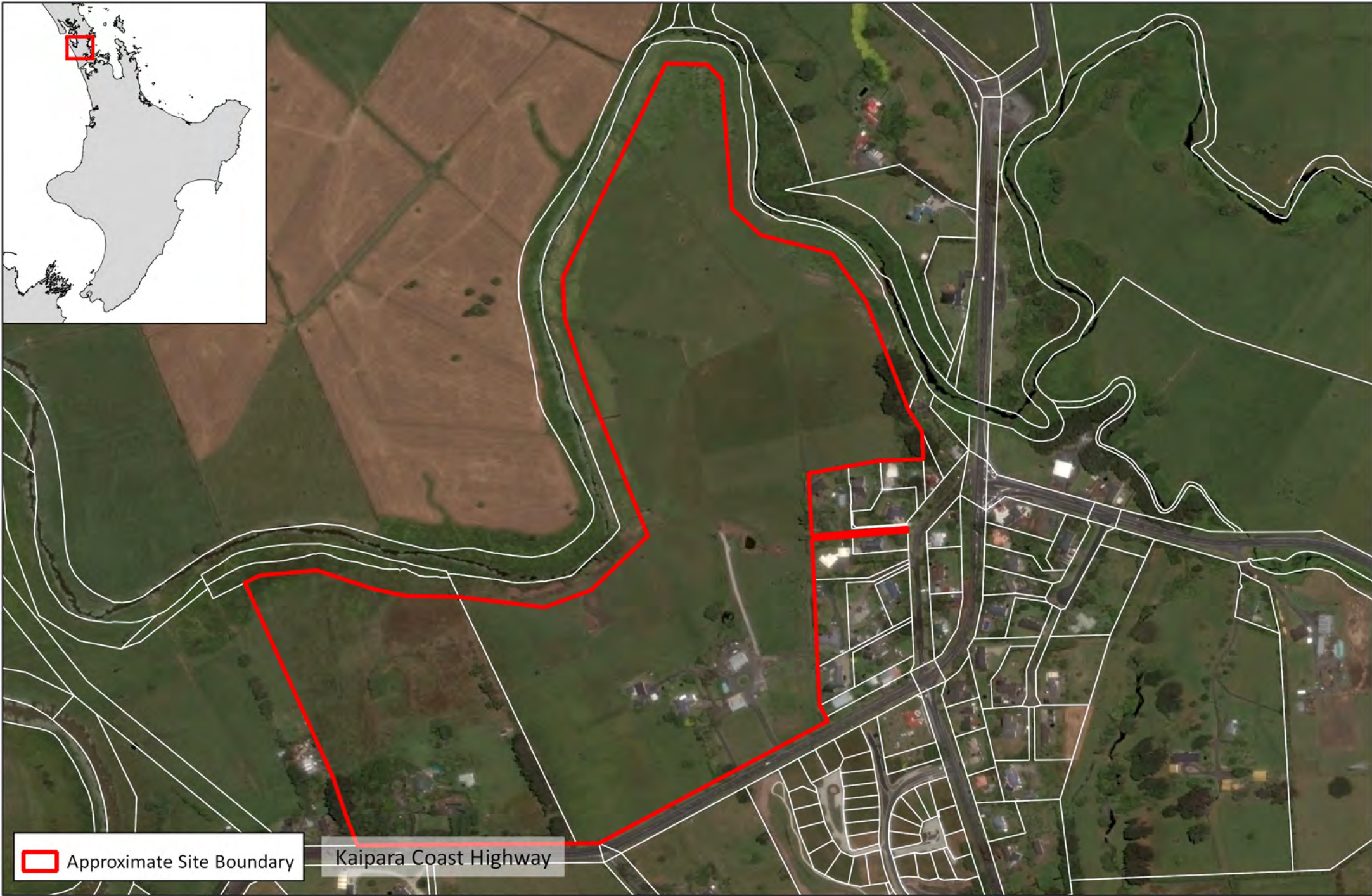
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AA2116: 787 Kaipara Coast Highway PSI
Aerial Photograph of the Site Taken in 2006
Plan prepared for Grandview Estates Ltd. by 4Sight Consulting.

Date: 25/08/2016
Version: 1.0
Author: Kyle Redshaw
Checked: Nigel Mather
Approved: Alice Andrew



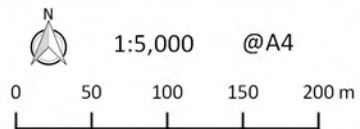


Approximate Site Boundary

Kaipara Coast Highway

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AA2116: 787 Kaipara Coast Highway PSI
Aerial Photograph of the Site Taken in 2016
Plan prepared for Grandview Estates Ltd. by 4Sight Consulting.

Date: 25/08/2016
Version: 1.0
Author: Kyle Redshaw
Checked: Nigel Mather
Approved: Alice Andrew



Appendix D:

Photos of the Site Walkover and Bore Hole Locations



Photo 1: The workshop, facing south.



Photo 2: Residential dwelling, facing west.



Photo 3: The redundant cow shed, facing south.



Photo 4: Old farming and fencing equipment behind the redundant cow shed, facing north east.



Photo 5: Paddocks, facing north west.



Photo 6: The old effluent retention ponds, facing north west.



Photo 7: KC1 with the workshop in the background, facing north west.



Photo 8: KC2 with the redundant cow shed in the background, facing north.



Photo 9: KC3, on the old feed pad, facing west.



Photo 10: KC4 on the slope that runs to the retention pond, facing north.



Photo 11: Soil profile of KC1, same as all the other sites.



Photo 12: Soil sample KK1 in the previous poly house area. Facing south west.



Photo 13: Soil sample KK2, in the previous poly house area. Facing south east.



Photo 14: Workshop, facing north west.

Appendix E:

Laboratory Analysis

ANALYSIS REPORT

Page 1 of 2

Client:	4SIGHT Consulting Limited	Lab No:	1620004	SPV1
Contact:	Nigel Mather C/- 4SIGHT Consulting Limited PO Box 911310 Victoria Street West Auckland 1142	Date Received:	22-Jul-2016	
		Date Reported:	03-Aug-2016	
		Quote No:	79095	
		Order No:	AA2116	
		Client Reference:	AA2116 Kaipara Coast Highway	
		Submitted By:	S Yap	

Sample Type: Soil					
Sample Name:	KC1_50	KC2_50	KC3_50	KC4_50	
	21-Jul-2016 9:50 am	21-Jul-2016 10:25 am	21-Jul-2016 10:50 am	21-Jul-2016 11:20 am	
Lab Number:	1620004.1	1620004.2	1620004.3	1620004.4	
Individual Tests					
Dry Matter	g/100g as rcvd	64	85	78	73
Heavy Metals, Screen Level					
Total Recoverable Arsenic	mg/kg dry wt	6	5	< 2	4
Total Recoverable Cadmium	mg/kg dry wt	0.24	0.55	< 0.10	0.44
Total Recoverable Chromium	mg/kg dry wt	17	12	6	8
Total Recoverable Copper	mg/kg dry wt	18	13	5	20
Total Recoverable Lead	mg/kg dry wt	10.1	20	7.0	182
Total Recoverable Nickel	mg/kg dry wt	11	8	2	3
Total Recoverable Zinc	mg/kg dry wt	64	57	21	137
Polycyclic Aromatic Hydrocarbons Screening in Soil					
Acenaphthene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Acenaphthylene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Anthracene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Benzo[a]anthracene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Benzo[a]pyrene (BAP)	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Benzo[b]fluoranthene + Benzo[j]fluoranthene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Benzo[g,h,i]perylene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Benzo[k]fluoranthene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Chrysene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Dibenzo[a,h]anthracene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Fluoranthene	mg/kg dry wt	0.04	< 0.03	< 0.03	0.03
Fluorene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Indeno(1,2,3-c,d)pyrene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Naphthalene	mg/kg dry wt	< 0.17	< 0.13	< 0.14	< 0.15
Phenanthrene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Pyrene	mg/kg dry wt	< 0.04	< 0.03	< 0.03	< 0.03
Total Petroleum Hydrocarbons in Soil					
C7 - C9	mg/kg dry wt	< 10	< 8	< 9	< 9
C10 - C14	mg/kg dry wt	< 20	< 20	< 20	< 20
C15 - C36	mg/kg dry wt	< 40	< 40	< 40	< 40
Total hydrocarbons (C7 - C36)	mg/kg dry wt	< 70	< 70	< 70	< 70

Analyst's Comments

It was observed that the containers for samples 1620004/1,2 & 4 were not completely filled. Volatile loss may have occurred due to the headspace created in the container.

SUMMARY OF METHODS

The following table(s) gives a brief description of the methods used to conduct the analyses for this job. The detection limits given below are those attainable in a relatively clean matrix. Detection limits may be higher for individual samples should insufficient sample be available, or if the matrix requires that dilutions be performed during analysis.

Sample Type: Soil			
Test	Method Description	Default Detection Limit	Sample No
TPH Oil Industry Profile + PAHscreen	Sonication in DCM extraction, SPE cleanup, GC-FID & GC-MS analysis. Tested on as received sample. US EPA 8015B/MfE Petroleum Industry Guidelines [KBIs:5786,2805,10734;2695]	0.010 - 60 mg/kg dry wt	1-4
Heavy Metals, Screen Level	Dried sample, < 2mm fraction. Nitric/Hydrochloric acid digestion US EPA 200.2. Complies with NES Regulations. ICP-MS screen level, interference removal by Kinetic Energy Discrimination if required.	0.10 - 4 mg/kg dry wt	1-4
Dry Matter (Env)	Dried at 103°C for 4-22hr (removes 3-5% more water than air dry) , gravimetry. US EPA 3550. (Free water removed before analysis).	0.10 g/100g as rcvd	1-4

These samples were collected by yourselves (or your agent) and analysed as received at the laboratory.

Samples are held at the laboratory after reporting for a length of time depending on the preservation used and the stability of the analytes being tested. Once the storage period is completed the samples are discarded unless otherwise advised by the client.

This report must not be reproduced, except in full, without the written consent of the signatory.



Ara Heron BSc (Tech)
Client Services Manager - Environmental

ANALYSIS REPORT

Page 1 of 2

Client:	4SIGHT Consulting Limited	Lab No:	1638146	SPV1
Contact:	Nigel Mather C/- 4SIGHT Consulting Limited PO Box 911310 Victoria Street West Auckland 1142	Date Received:	27-Aug-2016	
		Date Reported:	05-Sep-2016	
		Quote No:	79095	
		Order No:	AA2116	
		Client Reference:	AA2116 Kaipara Coast Highway	
		Submitted By:	Nigel Mather	

Sample Type: Soil						
Sample Name:		KK1_100 24-Aug-2016 11:00 am	KK2_100 24-Aug-2016 11:18 am			
Lab Number:		1638146.1	1638146.3			
Individual Tests						
Total Recoverable Arsenic	mg/kg dry wt	4	25	-	-	-
Total Recoverable Copper	mg/kg dry wt	8	81	-	-	-
Total Recoverable Lead	mg/kg dry wt	22	73	-	-	-
Organochlorine Pesticides Screening in Soil						
Aldrin	mg/kg dry wt	< 0.010	< 0.010	-	-	-
alpha-BHC	mg/kg dry wt	< 0.010	< 0.010	-	-	-
beta-BHC	mg/kg dry wt	< 0.010	< 0.010	-	-	-
delta-BHC	mg/kg dry wt	< 0.010	< 0.010	-	-	-
gamma-BHC (Lindane)	mg/kg dry wt	< 0.010	< 0.010	-	-	-
cis-Chlordane	mg/kg dry wt	< 0.010	< 0.010	-	-	-
trans-Chlordane	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Total Chlordane [(cis+trans)* 100/42]	mg/kg dry wt	< 0.04	< 0.04	-	-	-
2,4'-DDD	mg/kg dry wt	< 0.010	< 0.010	-	-	-
4,4'-DDD	mg/kg dry wt	< 0.010	< 0.010	-	-	-
2,4'-DDE	mg/kg dry wt	< 0.010	< 0.010	-	-	-
4,4'-DDE	mg/kg dry wt	< 0.010	< 0.010	-	-	-
2,4'-DDT	mg/kg dry wt	< 0.010	< 0.010	-	-	-
4,4'-DDT	mg/kg dry wt	< 0.010	0.026	-	-	-
Total DDT Isomers	mg/kg dry wt	< 0.06	< 0.06	-	-	-
Dieldrin	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Endosulfan I	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Endosulfan II	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Endosulfan sulphate	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Endrin	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Endrin aldehyde	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Endrin ketone	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Heptachlor	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Heptachlor epoxide	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Hexachlorobenzene	mg/kg dry wt	< 0.010	< 0.010	-	-	-
Methoxychlor	mg/kg dry wt	< 0.010	< 0.010	-	-	-

SUMMARY OF METHODS

The following table(s) gives a brief description of the methods used to conduct the analyses for this job. The detection limits given below are those attainable in a relatively clean matrix. Detection limits may be higher for individual samples should insufficient sample be available, or if the matrix requires that dilutions be performed during analysis.

Sample Type: Soil			
Test	Method Description	Default Detection Limit	Sample No

Sample Type: Soil			
Test	Method Description	Default Detection Limit	Sample No
Environmental Solids Sample Preparation	Air dried at 35°C and sieved, <2mm fraction. Used for sample preparation. May contain a residual moisture content of 2-5%.	-	1, 3
Organochlorine Pesticides Screening in Soil	Sonication extraction, SPE cleanup, dual column GC-ECD analysis (modified US EPA 8082).. Tested on dried sample	0.010 - 0.06 mg/kg dry wt	1, 3
Total Recoverable digestion	Nitric / hydrochloric acid digestion. US EPA 200.2.	-	1, 3
Total Recoverable Arsenic	Dried sample, sieved as specified (if required). Nitric/Hydrochloric acid digestion, ICP-MS, screen level. US EPA 200.2.	2 mg/kg dry wt	1, 3
Total Recoverable Copper	Dried sample, sieved as specified (if required). Nitric/Hydrochloric acid digestion, ICP-MS, screen level. US EPA 200.2.	2 mg/kg dry wt	1, 3
Total Recoverable Lead	Dried sample, sieved as specified (if required). Nitric/Hydrochloric acid digestion, ICP-MS, screen level. US EPA 200.2.	0.4 mg/kg dry wt	1, 3

These samples were collected by yourselves (or your agent) and analysed as received at the laboratory.

Samples are held at the laboratory after reporting for a length of time depending on the preservation used and the stability of the analytes being tested. Once the storage period is completed the samples are discarded unless otherwise advised by the client.

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Ara Heron BSc (Tech)
Client Services Manager - Environmental



Attachment 3:
Stantec Response Letter



10 September 2021

Riverview Properties Limited
c/o The Planning Collective
P.O Box 591
Warkworth
Auckland 0941

Dear Burnette,

Riverview Properties Ltd Plan Change Request – 751 & 787 Kaipara Coast Highway, Kaukapakapa

Stantec is pleased to provide the following response to the Clause 23 request for further information received from Auckland Council on the above project.

1. Introduction

Following receipt of the plan change application, Auckland Council has issued a request for further information under Clause 23 of the Resource Management Act 1991 ("**Clause 23 request**") attached to your email dated 27 August 2021. This letter addresses the transport related matters raised within the Clause 23 request, for the Private Plan Change ("**PPC**"). These queries are quoted for ease of reference and responded to below.

2. Response to Clause 23 Requests

2.1 Point T1 – Potential transport outcomes of rezoning

"Please confirm that the private plan change request is being sought to enable the development of residential 'lifestyle' dwellings rather than the wider scope of activities which are provided for in the proposed rezoning of the sites to Residential – Rural and Coastal Settlement Zone."

Reason: "Table H2.4.1 of the Auckland Unitary Plan outlines a number of activities which are permitted, discretionary or restricted discretionary within the Residential – Rural and Coastal Settlement Zone, which are not considered within the ITA."

The ITA should include a range of potential land-use scenarios, and their effects upon traffic patterns and generation if the anticipated land use includes additional activities provided for under the Residential – Rural and Coastal Settlement Zone. This would be required to understand the potential long-term transport effects which could result from the rezoning, in the context of the longer-term growth of Kaukapakapa."

Response:

It is understood that the PPC and subdivision facilitates the development of lifestyle dwellings as indicated on the concept plans, with no other activities on site. Care centre activities for up to ten people on site (excluding staff) are permitted activities not requiring a transportation assessment (A19 of Table H2.4.1 in the Unitary Plan) however the activity is still subject to the rules and standards of E27.6 in the Unitary Plan. Any future or alternative subdivision application (for activities other than those current proposed) would be supported by transport assessment at that time.

2.2 Point T2 – Scope of assessment to support private plan change request

“Please provide reasoning for not including the subdivision and development that could also occur on 751 Kaipara Coast Highway, Kaukapakapa.”

Reason: “While it is acknowledged in the Section 32 that there is ‘no intention to further develop the property at 751 Kaipara Coast Highway’, the assessment of traffic effects should take into account the subdivision and development that could occur on 751, not just the 16 sites proposed for 757.

This is required to gain a holistic picture of the cumulative transport effects of the potential development that could occur under the proposed rezoning of both of the sites to Residential – Rural and Coastal Settlement Zone.”

Response:

The property at 751 Kaipara Coast (Lot 36) may be subdivided into three additional lots in the future. However at this time, it is only considered as part of the PPC and not in the plans for subdivision as the existing dwelling will likely need to be retained. The trip generation associated with the three additional lots is estimated to be in the order of 5 additional trips during the peak hours (using 1.4 trips per dwelling per hour). The traffic effects from three additional dwellings would have a less than minor effect on the transport network. This is reflected in the acceptable level at which the SH16 / MacLennan Farm Lane intersection will operate as set out in Table 6-5 in the ITA (operating with LOS B for the worst movement).

It is noted that 751 Kaipara Coast Highway will likely obtain access from SH16 (as per existing arrangements) and the level of service at the SH16 / MacLennan Farm Lane intersection reflects the operation of SH16. It is expected that the majority of additional traffic, though limited, will drive through this intersection.

2.3 Point T3 – Section 2.1.2 Existing Road Network

“General comment”

Reason: First paragraph – description should include that the site also has a road frontage with Awatiro Drive – not just SH16 and Kaipara Coast Highway.”

It is acknowledged that Awatiro Drive forms a part of the site frontage.

2.4 Point T4 – Section 2.1.3.2 Public Transport

“Please provide more information about the standard of the public transport service including:

- *frequency*
- *travel times*
- *standard of the bus stops and pedestrian access between the proposed sites and the bus stops.”*

Reason: “There is insufficient information in terms of access to, and quality of, the local bus stop. There is a lack of pedestrian paths on the state highway to the bus stop. The east bound bus stop lack any amenities e.g. shelter or seating. There is not a nearby westbound bus stop.”

Response:

Reference is made to Appendix B in the ITA for the 128 route (Helensville to Hibiscus Coast Station) map, timetable, and applicable bus stops. The frequency of route 128 is hourly, running Monday to Friday starting at 5:00am and ending service at 8:00pm. The route takes approximately 40 minutes to complete.

As stated in Section 4.2 of the ITA, the rural nature of the site will result in a low number of pedestrian journeys and a comparatively low demand for public transport. The existing bus stop facilities near the site currently are considered to be sufficient to support the PPC and subdivision as sought.

2.5 Point T5 – Section 7.1 Auckland Plan 2050

“Please provide reasoning on how the focus areas for Auckland relates to the proposed plan change request.”

Reason: “While the ITA sets out the focus areas for Auckland, there is no discussion on how the proposed private plan change is consistent with these.

Note: The reference to ‘the new draft Auckland Plan’ needs updating – the plan was updated in 2018 and is no longer the ‘new draft’”

Response:

Response for each focus area indicated below in Table 1.

Table 1: Auckland Plan 2050 Focus Areas

Auckland Plan 2050 Focus Area	Description	PC and subdivision Alignment with Focus Area
1	Make better use of existing transport networks	The existing public transport facilities will be sufficient for the scale and nature of development as proposed, making efficient use of the existing transport networks. Pedestrian and cyclists are adequately accommodated for.
2	Target new transport investment to the most significant challenges	This development will not have a significant impact on the transport network, therefore will not pose a significant challenge. The PPC will not generate a need for any upgrade or extension to the existing network.
3	Maximise the benefits from transport technology	With facilities for modes other than private vehicles that serves the development, future residents and visitors will have the choice in which mode they can use to travel to and from the site. The Auckland Plan 2050 cites a choice of transport modes as beneficial for the use of technology to plan improved journeys, easing congestion. This benefits users, particularly in rural areas, as they do not need to rely solely on private vehicles and can plan their journey with a choice of multiple modes.
4	Make walking, cycling and public transport preferred choices for many more Aucklanders	Access to existing bus facilities near the site is provided in reasonable proximity to the PPC land. The facility provides connectivity to bus route 128 connecting the site to the Hibiscus Coast and south to Auckland. The route runs hourly during workdays, making the service accessible.
5	Better integrate land-use and transport	With pedestrians, cyclists, and public transport connections facilitated in this development, the site is located in an area that is considered to encourage better transport connections.

Auckland Plan 2050 Focus Area	Description	PC and subdivision Alignment with Focus Area
6	Move to a safe transport network, free from death and serious injury	As indicated in the ITA the existing crash history in the vicinity of the site does not indicate a presence of any inherent safety issues with the road network. The proposed development, along with its low expected traffic generation, will not exacerbate any negative safety outcomes on the road network.
7	Develop a sustainable and resilient transport system	The accommodation for pedestrians, cyclists, and public transport connections in this proposal is not considered to adversely affect the emissions associated with additional private vehicle travel. The proposed development can access a number of shared and mobility transport services as technology for those modes increases over time. The proposal does not adversely affect the resilience of the transport system as it does not preclude the ability of future connections for all transportation modes to the existing transport network or neighbouring sites .

2.6 Point T6 – Section 4.2 Pedestrian and cyclists

“Please provide additional assessment in relation to future pedestrian infrastructure which may be required in conjunction with the subdivision and development enabled by the plan change.”

Reason: “The ITA should consider whether a footpath should be provided on the western side of MacLennan Farm Lane along with an extension of the footpath on the eastern side of this road to serve the bus stop on Kaipara Coast Highway.”

Response:

As stated previously, and within Section 4.2 of the ITA, the expected demand for pedestrian and cycle movement is low based on the nature and extent of the existing surrounding transport network for these modes. The additional effect associated with this proposal will generate negligible additional demand and does not warrant extension of the footpath network. The existing pedestrian infrastructure is considered acceptable for this development (for 751 and 787 Kaipara Coast Highway). The walkway connection between Awatiro Drive and South Avenue allows access for pedestrians to walk to the nearby bus stops; and the footpaths on Awatiro Drive and MacLennan Farm Lane will sufficiently cater for pedestrians and cyclists.

2.7 Point T7 – Section 7.2 GPS on Land Transport Funding

“Please provide an explanation on how the GPS relates to the proposed plan change request”

Reason: “While the ITA sets out the priorities, there is no discussion on how the proposed private plan change is consistent with this plan.

This section also needs to be updated to reflect the current GPS on land transport 2021/2022-2030/2031.”

Response:

The Government Policy Statement on Land Transport 2021/22 – 2030/31 outlines the four strategic policies: Safety, Better Travel Options, Climate Change, and Improving Freight Connections. The development’s alignment with these policies is summarised as follows:

- **Safety** – the low trip generation of the development, as well as the road safety effects (or lack thereof) outlined in section 3.2 of the ITA, will not have any negative impact on the safety environment in the vicinity of the site.
- **Better Travel Options** – public transport is currently provided, as well as connections for pedestrians and cyclists.
- **Climate Change** – the connected public transport, pedestrian, and cyclist network previously mentioned facilitates for sustainable travel modes consistent with the expectations of such modes in this general vicinity.
- **Improving Freight Connections** – The PPC will not accommodate nor generate significant freight activity; however, current road infrastructure will be used by the development and is considered adequate for any residential-based freight connections/deliveries to and from the wider transport network.

2.8 Point T8 – Section 7.3 Auckland Regional Land Transport Plan

“Please provide an explanation on how this RLTP relates the proposed plan change request”

Reason: “While the ITA summarises what the RLTP is, there is no discussion on how the proposed private plan change request is consistent with this plan.

This section also needs to be updated to reflect the current RLTP 2021-2031.”

Response:

The Regional Land Transport Plan 2021 – 2031 outlines the pathway forward for responding to Auckland’s transport challenges, shown in **Figure 1**. It is considered that with the proposed development, sustainable travel choices (active modes, public transport) are provided for with existing infrastructure. This allows for



Figure 1: RLTP 'The Pathway Forward'
(Source: Auckland Transport, RLTP)

mode choice, as well as reduction in greenhouse gas emissions. Access and connectivity of the site is also adequate with the bus route 128 connecting to Hibiscus Coast. Safety was also considered in the ITA in section 2.3, with the low trip generation of the site not deemed to exacerbate any negative effects on the road network.

2.9 Point T9 – Section 7.4 Auckland Regional Public Transport Plan

“Please explain how this plan relates to the proposed plan change request”

Reason: “While the ITA summarises what the RPTP is, there is no discussion on how the proposed private plan change request is consistent with this plan.”

Response:

It is considered that the existing public transport infrastructure will adequately serve the proposed development. The existing walkway to the nearby bus stop, as well as footpaths near the site allows for more people to access the 128 bus service. The development is therefore well connected, while meeting customer needs and encouraging an increase in public transport mode share.

2.10 Point T10 – Section 7.5 Auckland Unitary Plan

“Please provide an assessment against B3.3.1 (Transport objectives)”

Reason: “The ITA refers to the objectives of E27.2. However, this does not encompass the regional policy statement objectives of B3.3.1.”

Response:

B3.3.1 in the Unitary Plan outlines the following objectives:

“1) Effective, efficient, and safe transport that:

- a) supports the movement of people, goods and services;*
- b) integrates with and supports a quality compact urban form;*
- c) enables growth;*
- d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and*
- e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.”*

It is considered that the development aligns with these objectives. The existing footpaths and bus service in the vicinity of the site enables mode choice and supports the movement of people with active modes. As outlined in section 3.2 of the ITA, the development of 16 lots (plus the three additional lots associated with 751 Kaipara Coast Highway, for up to 20 lots) enabled by the PPC is not considered to have any adverse effects on the safety of the road environment in the vicinity of the site, leading to a safer setting for the community. The less than minor effect associated with this small scale of development is apparent from the SH16 / MacLennan Farm Lane intersection operation results as set out in Table 6-3 to 6-5 in the ITA.

2.11 Point T11 – Section 7.6

“Please provide the analysis of the key policies and plans for Auckland (paragraph 1) that shows how it was concluded that the private plan change request is consistent with the various plans included in the ITA.”

Reason: “The ITA has not shown how the proposed private plan change requests fits in with the key policies and plans outlined in the ITA. It is not clear how the plan change will provide for better integration into the wider transport network.

Six paragraph – Kaukapakapa is considered to be a rural settlement in the context of the AUP and the Auckland Plan, so this proposal should not be described as development adjacent to an existing town centre. The ITA has not established that from a transport perspective, the plan change assists in meeting the AUP objectives for a quality compact form.

Final paragraph – the ITA has not established ‘the above assessments show that the PPC is generally in alignment with the overarching themes and strategic priorities of the transport plans and policies discussed above’.

Note: It is considered that the comment about the shortage of residential land in the area (paragraph 2) is outside the scope of an ITA. Similarly, the fourth paragraph about retaining a rural built character.”

Response:

As discussed above, the proposed development aligns with the overarching themes outlined in the GPS, RLTP, and RPTP. Providing a connection to the wider transport network, the development will use currently existing infrastructure to sufficiently connect the site to the wider transport network. This includes existing pedestrian provisions connecting to the bus stop and 128 bus service, as well as the current road infrastructure in the area, connecting the site to the wider Auckland area.

2.12 Point T12 – Waste collection and other servicing

“Please provide confirmation that the Jointly Owned Access Lots (if to be utilised by waste collection and other service vehicles) will be fit for purpose.”

Reason: “While the ITA states that future parking and loading provisions for the new development will be in accordance with the AUP provisions, there is no information provided in relation to waste collection arrangements.

Will waste collection be undertaken by public or private means? Will waste collection vehicles require access within one or both JOALs? If this is the case, will the JOALs be fit to accommodate appropriate sizes of vehicles and manoeuvring arrangements, with regards to gradients and the no exit configuration of the JOAL serving lots 1, 2, 3, and 5?

Note: It is accepted that the technical level details, such as vehicle tracking and compliance with the AUP Transport Chapter requirements would be expected to be provided at a later stage.”

Response:

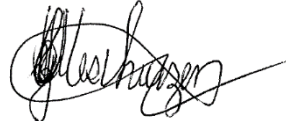
This will be further explored in the detailed design stage. It is considered that the JOAL is wide enough (8m) to accommodate a rubbish pick-up truck. The flat topography of the site would also be advantageous ensuring efficient waste collection.

We trust this assessment meets your requirements, however, please do not hesitate to contact us if you have any queries on the above.

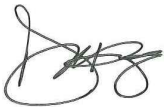
Yours sincerely



Elliot Martin
Graduate Transportation Engineer



Gerhard van der Westhuizen
Project Transportation Engineer



Don McKenzie
Private Sector Leader – Transportation (Auckland)

Stantec New Zealand

Attachment 4:
Stormwater Management Plan



PROPOSED PLAN CHANGE

STORMWATER MANAGEMENT PLAN

751 & 787 KAIPARA COAST HIGHWAY,
KAUKAPAKAPA

RIVERVIEW PROPERTIES LTD

September 2021

REPORT 1664- 2

Revision History

Revision N ^o	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	P Fairgray		9/09/2020
Reviewed by	P Fairgray		9/09/2020
Approved by	E Peters		9/09/2020



Limitations

This assessment contains the professional opinion of Aspire Consulting Engineers Ltd as to the matters set out herein, in light of the information available to it during the preparation, using its professional judgement and acting in accordance with the standard of care and skill normally exercised by professional engineers providing similar services in similar circumstances. No other express or implied warranty is made as to the professional advice contained in this report.

We have prepared this report in accordance with the brief as provided and our terms of engagement. The information contained in this report has been prepared by Aspire Consulting Engineers Ltd at the request of the client and is exclusively for its client use and reliance. No responsibility or liability to any third party is accepted for any loss or damage whatsoever arising out of the use of or reliance on this assessment by any third party.

The assessment is also based on information that has been provided to Aspire Consulting Engineers Ltd from other sources or by other parties. The assessment has been prepared strictly on the basis that the information that has been provided is accurate, completed, and adequate. To the extent that any information is inaccurate, incomplete or inadequate, Aspire Consulting Engineers Ltd takes no responsibility and disclaims all liability whatsoever for any loss or damage that results from any conclusions based on information that has been provided to Aspire Consulting Engineers Ltd.

Executive Summary

The proposed Stormwater Management Plan outlines the overall impacts and management strategy for stormwater generated from the proposed Plan Change at 751 & 787 Kaipara Coast Highway, Kaukapakapa.

Stormwater from future developments will be managed through an integrated treatment train approach, with at source devices. Devices such as swales, reuse tanks will be incorporated to provide some level of treatment and attenuation.

The following performance criteria will be used within the Plan Change area:

Performance Criteria	Design Method
Water Quality	Design in accordance with GD001 requirements for water quality treatment for any JOAL/driveway serving more than 5 houses
Stream Hydrology	
Retention and detention	<ul style="list-style-type: none"> • Have consent notice on lots requiring minimum 45,000 litres of water storage for re-use. • Provide subsoil drain in the base of grass swales to provide retention to ground.
Flooding	
10% AEP	Assess downstream network and include additional attenuation if required onsite or upgrades to wider network.
1% AEP	Not required, due to tidal reach of downstream catchment.

This report has highlighted critical investigations which will be specifically required for future developments for the Plan Change area, these include:

Actions at Resource Consent Stage for Stormwater Management:

- Design of grassed swale
- Assessment of the downstream culverts on Kaipara Coast Highway confirming their capacity and include any further attenuation within site or possible upgrades.
- Provide Consent notice on titles for 45,000 litres of reuse per dwelling
- Provide Consent Notice for inert building materials
- Provide operation and maintenance manual for all stormwater devices.

Overland flow will maintain the current entry point and will discharge at the same exit point of the site.

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1.0 Existing Site Appraisal

The Plan Change area is located 751 & 787 Kaipara Coast Highway, Kaukapakapa. Overall area proposed for rezoning equates to 5.7Ha.

The majority of the site is grass or tree vegetation with several existing dwellings, driveways and ancillary buildings.

The proposal is to rezone these titles from a Rural – Countryside Living Zone to Residential-Rural and Coastal Settlement Zone.

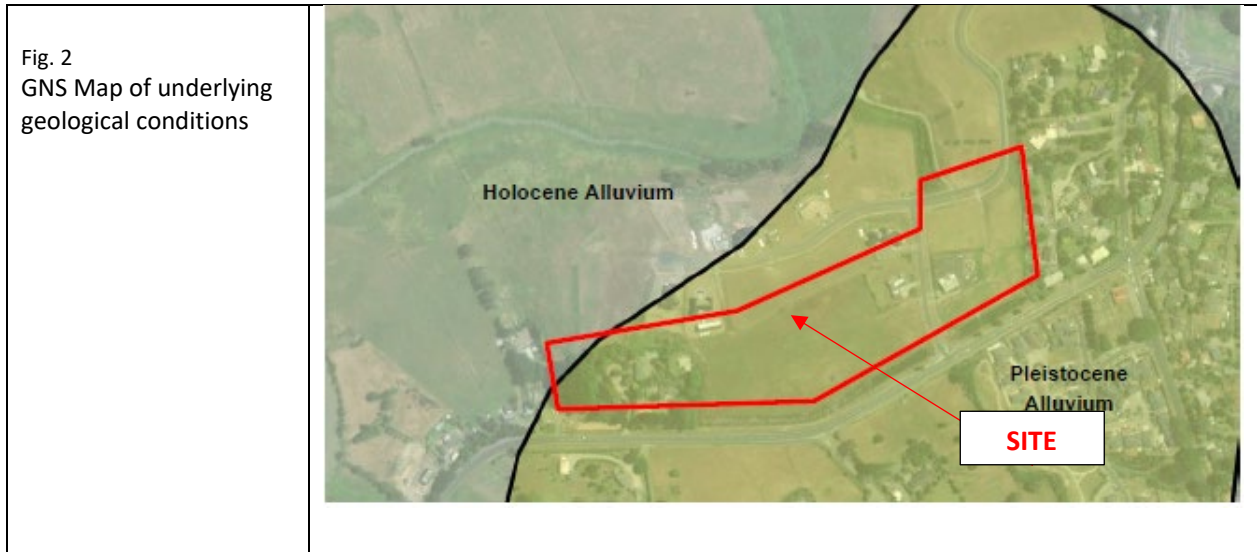
Topography

The site has a gradual fall from the centre to the east and west with a highest elevation of 20mRL down to a lowest level of 15mRL at the western boundary.



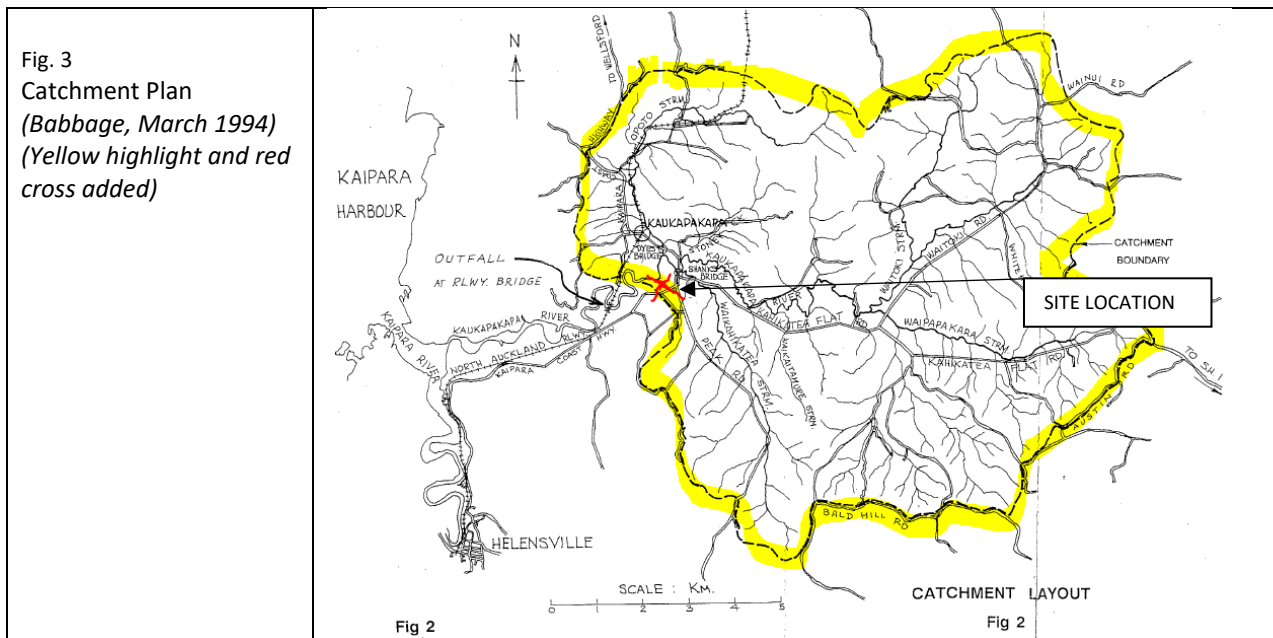
Geotechnical/Soil Conditions

A desktop review of the Geological and Nuclear Sciences (GNS) geological maps within the area suggest the geology of the area as Holocene river deposits of the Tauranga Group on the lower portion of the site and older Middle to Late Pleistocene alluvial deposits of the Tauranga Group on the higher elevated portion of the site. Both of these geologies are shown to be underlain by East Coast Bays Formation rock of the Waitemata Group.



Existing Hydrological features and Stormwater Infrastructure

The site is located at the very lower reaches of the Kaukapakapa River catchment. The Kaukapakapa River is tidal adjacent to the site.



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Fig. 4
Existing drainage
features within Plan
Change from AC GIS



Receiving Environment

Flows from the proposed plan change area will discharge to existing drainage channels which is tributaries of Kaukapakapa River.

The western portion of the plan change area discharges into the roadside drain on Kaipara Coast Highway and the eastern portion of the plan change area discharges towards the north.

Flooding and flow paths

Figure 4 shows 2 existing overland flowpaths within the Plan Change area. These overland flowpaths were modified as part of the previous development around the site. The new overland flowpaths are not expected to be modified as part of the plan change and are clear of proposed building platforms.

The Auckland Council GIS indicates no flooding within the plan change area as shown in figure 5.



The GIS indicates downstream flooding is present directly adjacent to the Plan Change area.

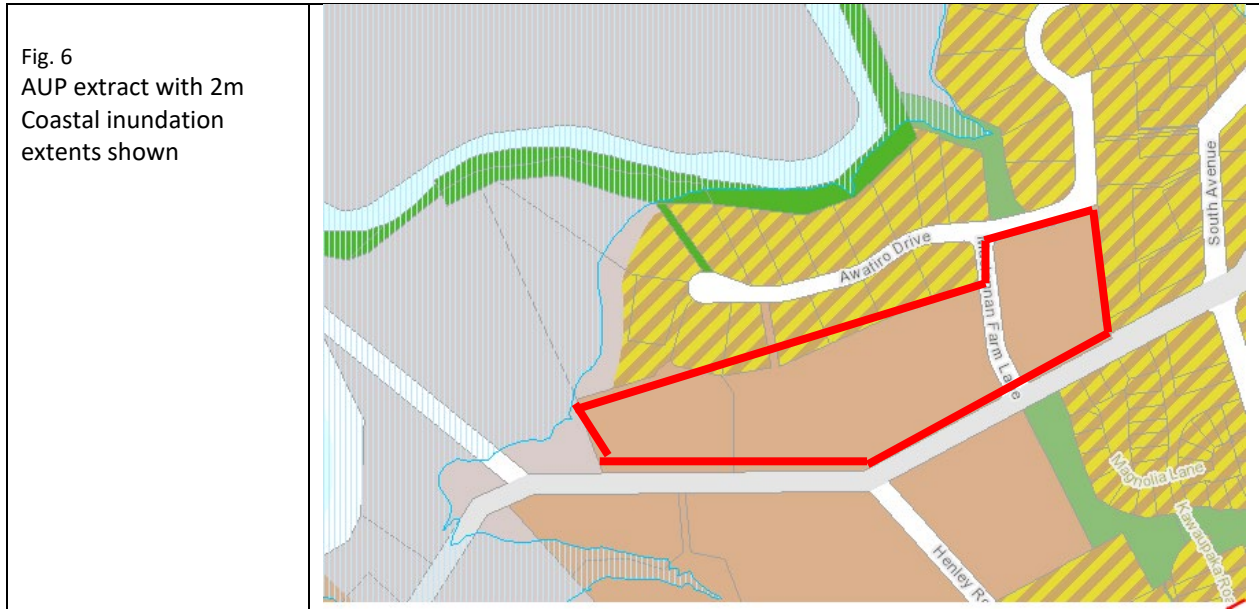
The previous adjacent development implemented a “pass it forward” approach for larger storm events.

The “pass it forward” approach was deemed appropriate due to the location of the site in relation to the wider catchment. Larger flows from upstream with longer peak times would coincide with attenuated flows from the Plan Change area, resulting in exacerbated flooding scenarios.

It is noted that downstream capacities of the network including culverts will require review at time of Resource Consent or EPA with any capacity constraints identified and if required, attenuation for these restrictions would need to be included or proposed upgrades in future development proposals.

Coastal Inundation

The Kaukapakapa River is within the coastal inundation zone with the 2m sea level rise. Tidal impacts shown in figure 6 that the site is not affected by coastal inundation.



Biodiversity

The site generally is considered agricultural use. No further ecological survey is considered necessary.

Cultural and Heritage Sites

The Plan Change area has not noted Cultural or Heritage features which would need management.

Contaminated Land

The Plan Change area has no high generating activities which would be considered as generating contaminants.

2.0 Development Summary

At this stage, there are partial details around the development of the site.

A concept scheme plan is shown in figure 7.

Fig. 7
 Concept scheme plan for
 a portion of the plan
 change area



Earthworks

Generally, there will be earthworks proposed within the site to create roading and platforms to facilitate development of the site.

All earthworks will be designed and completed in accordance with Auckland Councils Guidelines for Land Disturbing activities (GD05) and geotechnical recommendations.

These will be assessed at the time of Resource Consent against the standard assessment criteria of the Auckland Unitary Plan.

Erosion and Sediment Controls

Erosion and sediment controls are to be installed prior to the commencement of any earthworks on the site and maintained for the full duration of the works.

Typical silt control measures will be utilized including silt fences, topsoil bunding, clean water diversion bunds and decanting earth-bunds all designed in accordance with Auckland Councils GD05 document.

These will be assessed at time of Resource Consent against the standard assessment criteria of the Auckland Unitary Plan.

3.0 Mana Whenua Matters

Acknowledgement and recognition of Maori values are key to ensuring Partnership between Tangata Whenua and the development of the land. As such the Core Maori Values have been considered at this early stage of development.

The Core Māori Values (Auckland Council Design Manual)

Core Māori values have informed the development of earlier Māori design principles. These process-oriented principles have provided the foundation for, and underpin the application of, the outcome-oriented Te Aranga Māori Design Principles.

- Rangatiratanga: The right to exercise authority and self-determination within one's own iwi / hapū realm
- Kaitiakitanga: managing and conserving the environment as part of a reciprocal relationship, based on the Māori world view that we as humans are part of the natural world
- Manaakitanga: the ethic of holistic hospitality whereby mana whenua have inherited obligations to be the best hosts they can be
- Wairuatanga: the immutable spiritual connection between people and their environments
- Kotahitanga: unity, cohesion and collaboration
- Whanaungatanga: a relationship through shared experiences and working together which provides people with a sense of belonging
- Mātauranga: Māori / mana whenua knowledge and understanding

These core Māori values are seen as underpinning and guiding the application of the seven Te Aranga Māori Design Principles.

Inclusion of devices such as swales etc. which treat stormwater through filtering contaminants through soil or vegetation will be viewed as meeting and conserving the environment as well as enhancing the unique and native ecosystems.

4.0 Planning Assessment

The Planning Collective Limited has undertaken a planning assessment as set out below. This assessment addresses the relevant provisions of the Auckland Unitary Plan – Operative in Part (AUP) as they relate to stormwater management and associates water quality.

Chapter E8 Stormwater - Discharge and Diversion

These provisions address stormwater runoff from impervious areas which are either:

- Diverted and directed to a stormwater network or a combined sewer network; or
- Diverted and discharged to land, water or the coastal marine area.

The rules in this section regulate the diversion and discharge of stormwater runoff from impervious areas into or onto land or into water or into the coastal marine area pursuant to sections 14 and 15 of the Resource Management Act 1991.

Table E8.4.1 sets out the activity status. The provisions relevant to the Residential - Rural and Coastal Settlement zoning sought through the Proposed Plan Change have been outlined below:

AUP Rule		Activity Status
Diversion and discharge of stormwater runoff from impervious areas onto or into land or into water or to the coastal marine area pursuant to sections 14 and 15 of the Resource Management Act 1991		
(A10)	All other diversion and discharge of stormwater runoff from impervious areas not otherwise provided for	Discretionary
Diversion and discharge of stormwater runoff from impervious areas involving a stormwater network onto land or into water or to the coastal marine area pursuant to sections 14 and 15 of the Resource Management Act 1991		
(A11)	Diversion and discharge of stormwater runoff from an existing or a new stormwater network	Discretionary

Resource consent for development within the Proposed Plan Change area has been lodged with Auckland Council. This includes consents to subdivide the land to create 15 additional Residential – Rural and Coastal Settlement size lots (16 in total), associated earthworks and stormwater discharge consents that will be assessed against the Auckland Unitary Plan provisions for stormwater diversion and discharge and appropriate consents sought.

5.0 Stakeholder Engagement and Consultation

The following table includes a summary of the stakeholder engagement undertaken as part of the plan change application.

<u>Stakeholders</u>	<u>Reason for Interest</u>	<u>What type of engagement</u>	<u>Feedback</u>
<u>Kaukapakapa Residents and Ratepayers Association (KARRA)</u>	Feedback on the Private Plan Change proposal and subdivision of 787 Kaipara Coast Highway.	<ul style="list-style-type: none"> • Site meeting with representatives of KARRA on 27 May 2021; and • Feedback letter provided by KARRA dated 14 June 2021. 	Supportive of the Private Plan Change and the proposed subdivision of 787 Kaipara Coast Highway.
<u>New Zealand Transport Agency / Waka Kotahi</u>	Feedback is sought in relation to the Plan Change Request and resource consent application lodged with Auckland Council to subdivide 787 Kaipara Coast Highway, Kaukapakapa.	<ul style="list-style-type: none"> • Copy of Plan Change Request and resource consent application circulated to Waka Kotahi on 2 September 2021. 	As of 14 September 2021, a case manager has been assigned to project. No feedback has been provided as of this date.

6.0 Stormwater Management

The following section covers the stormwater management requirements for the Proposed Plan Change area:

6.1 *Principles of Stormwater Management*

Original Principles

The Auckland Council Regional Stormwater Network Discharge Consent (NDC) requires consideration of the following Principles:

- Water Quality – Ensuring contaminants are not discharged to the receiving environment.
- Stream Hydrology –
 - Retention – The discharge to ground for smaller events with the aim of recharging the groundwater.
 - Detention – Storage and slow release of a 24hr storm event with the aim of alleviating scour from the stream channel.
- Flooding frequency and Management 10 and 1 AEP
 - 10% AEP event – More frequent/nuisance flooding.
 - 1% AEP event – Larger storm event and protection of buildings and structures.

The following table outlines the initial Principles of Stormwater Management from the site.

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Performance Criteria	Appropriate for the site?	Reason
Water Quality	Y	Only JOAL/driveway serving more than 5 houses
Stream Hydrology		
Retention	Y	Increase of impervious areas resulting in less infiltration
Detention	N	Detention is not considered necessary as the properties will be fully serviced by roof water collection and the re-use amount would exceed any detention component.
Flooding		
10% AEP	N	Unless necessary for a capacity requirement, check at resource consent or EPA stage.
1% AEP	N	The site is located in the lower reaches of the catchment and attenuation would be detrimental.

6.2 Proposed Stormwater Management

General

The Plan Change area has several stormwater considerations which will be carefully managed for future development options.

These include:

- Water Quality
- Stream Hydrology
- Flooding
- Overland Flow path management

The guiding principle for the Auckland Region is to utilize a “treatment train” for stormwater management.

This treatment train approach is considered the Best Practicable Option (BPO) for future developments. Auckland Council’s GD001 guideline identifies the Treatment Train in the following stages.

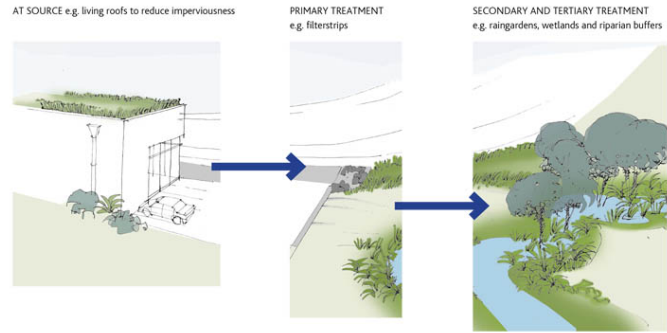
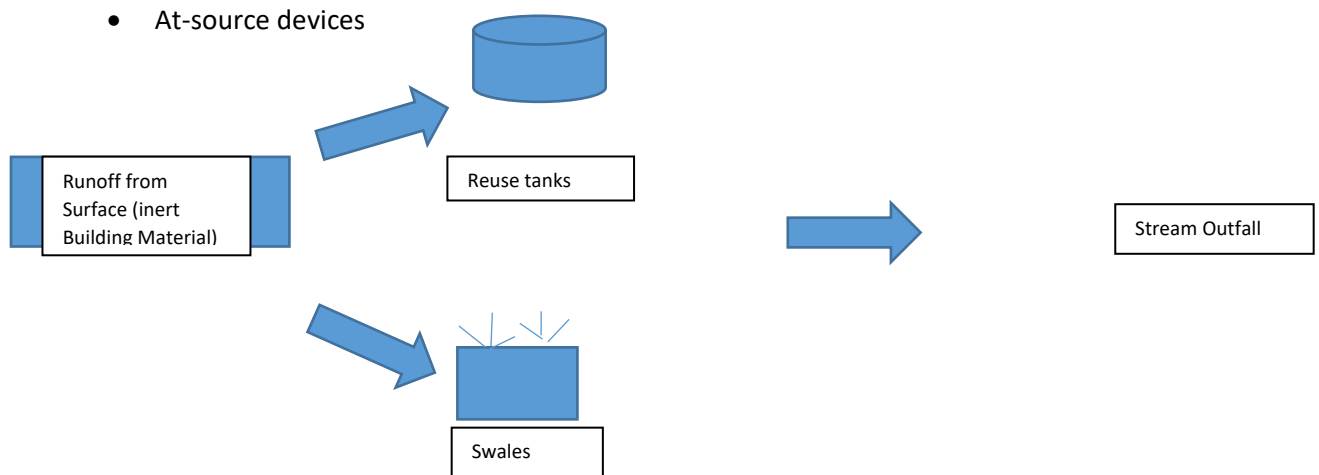


Figure 5 - GD04 – Example Treatment Train Diagram

Further development within the Plan Change Area should look to demonstrate the treatment train approach as part of Best Practicable Option BPO for stormwater management.

Treatment Train

A SW treatment train has been identified as being appropriate for the development:



- Inert Building Materials
- Water Quality – Swales
- Retention – Reuse Tanks

This is considered the BPO for the site. There are no proposed public roads or high contamination generally areas within the Plan Change area. As a best practice, runoff from any JOAL/driveway serving more than 5 houses should be treated.

The properties will collect roof water and have full re-use. It is expected that each property would have approximately 45,000 litres of water storage for water supply.

Water Quality

The stormwater runoff from roofs will be collected for water re-use and will not require treatment.

There are no proposed public roads or high contamination generally areas within the Plan Change area. As a best practice, it is recommended that runoff from any JOAL/driveway serving more than 5 houses should be treated by grass swales.

- Action – Design of swales to be in accordance with GD001 requirements.
- Provide Consent notice to require inert building materials for roof runoff.

Stream Hydrology

Stream hydrology on the lots will be provided by full re-use of water within the dwellings. Each property would have approximately 45,000 liters of water storage.

Previous guideline documents from Auckland Council (ARC) deemed that capture and reuse of rainwater generally provided an overall reduction in runoff post development from the roof area.

Example – Using a 25m³ tank for a 250m² provides 100% of water supply for the dwelling.

This SMP requires an additional 20m³ of retention capacity, which far outweighs any SMAF detention volume required.

250 m² Roof Area

Water use in litres per day	Average Yearly % of Water Supplied					
	Rain Tank Capacity (Litres)					
	200	1000	3000	4500	9000	25000
125	55%	85%	100%	100%	100%	100%
225	40%	65%	90%	95%	100%	100%
325	35%	60%	80%	85%	95%	100%
500	25%	45%	65%	70%	85%	95%
600	25%	45%	60%	65%	75%	90%
1000	20%	35%	45%	50%	60%	70%

On this basis, we consider the volume of reuse tanks onsite would provide mitigation of the SMAF detention requirement.

The grass swale for any JOAL/driveway serving more than 5 houses will provide a level of detention but it is recommended that a subsoil drain is installed in the base of the swale which will provide additional detention and allow retention.

- Action – Have consent notice on lots requiring minimum 45,000 litres of water storage for re-use.
- Action – Install subsoil drains in the base of grass swales.

Flooding

Larger storm events are proposed to discharge the site unattenuated. This is due to the fact that larger catchments upstream have a longer time of concentration, therefore if the site is attenuated flood waves will hit concurrently and exacerbate the flooding situation as per the adjacent development.

Council have confirmed that an assessment of the downstream network needs to be considered, if capacity is constrained downstream, then attenuation for this restriction does need to be included.

- Action - Investigate downstream capacity of culvert and structures as part of future development.
 - If required, include attenuation to meet capacity constraints of downstream infrastructure.
 - Engage with Stakeholder to negotiate the upgrade of culvert

Overland Flowpath Management

The overland flow path through the site will need managed through site design to ensure no upstream or downstream impacts on adjacent properties and wider catchment.

- Action – Assess overland flow path through site and convey flows from the existing entry and exit points of the future development.

Asset Ownership

Devices which are required to manage site specific requirements such as tanks and grassed swales will be owned privately.

- Action – Provide consent notice on lots to maintain stormwater devices in perpetuity.

Ongoing Maintenance Requirements

Future stormwater devices shall include an ongoing operation and maintenance regime as part of future development.

- Action – Provide operation and maintenance manual for all stormwater devices.

TABLE 6.2 – STORMWATER MANAGEMENT TOOLBOX FOR DEVELOPMENT

<u>Activity</u>	<u>Hydrological Requirement</u>	<u>Recommended Mitigation</u>	<u>Guidelines</u>
Lots – Buildings	Water Quality	Use of Inert building materials for roof area.	Auckland Council GD01
	Stream Hydrology (retention and detention)	Have minimum 45,000 litres of re-use tank storage (private)	Auckland Council GD01 Auckland Council GD04
	Attenuation if required by network constraint (10yr)	Mitigation for the 10yr event if network constraints exist through the following devices. <ul style="list-style-type: none"> ○ Detention tanks (private ownership) 	Auckland Council GD01 Auckland Council GD04
JOAL/driveway serving more than 5 houses	Water Quality	Provide treatment through proprietary device such as <ul style="list-style-type: none"> ○ Swales (private) 	Auckland Council GD01 Auckland Council GD04
	Stream Hydrology (retention and detention)	Provide subsoil drain in the base of grass swales	Auckland Council GD01 Auckland Council GD04

7.0 Conclusion

The future development of the site will require stormwater management and this can be managed onsite through various means, including swales and tanks.

Confirmation of downstream network constraints and required upgrades will need to be assessed at time of development.

There is no reason from a stormwater management perspective that the plan change should not proceed.

End of Report

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APPENDIX THREE

RELEVANT AUP POLICY – CHAPTERS H2 AND H19

H2. Residential – Rural and Coastal Settlement Zone

H2.1. Zone description

The Residential – Rural and Coastal Settlement Zone applies to rural and coastal settlements in a variety of environments including high-quality landscape areas and coastal areas. Some settlements rely on on-site wastewater disposal and treatment and water supply, while others are serviced relying on reticulated community wastewater facilities and water supply. Due to factors including servicing, infrastructure and accessibility constraints and, in some cases their sensitive character, growth needs to be managed accordingly.

The zone limits lot sizes and/or development to avoid, remedy or mitigate existing or potential adverse effects on water and land and to maintain rural and coastal character. Non-residential uses of a scale and intensity that serve the local population are provided for.

H2.2. Objectives

- (1) Development maintains and is in keeping with the area's rural and coastal character, landscape qualities and natural features.
- (2) Development provides quality on-site residential amenity for residents and adjoining sites and the street.
- (3) Development in rural and coastal settlements is appropriate for the physical and environmental attributes of the site and any infrastructure constraints.
- (4) Non-residential activities provide for the community's social, economic and cultural well-being, while being in keeping with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the neighbourhood.

H2.3. Policies

- (1) Require minimum site sizes and limit the scale and intensity of development for un-serviced sites to ensure that:
 - (a) sites are able to accommodate on-site wastewater treatment and disposal; and
 - (b) development will be in keeping with any landscape qualities or natural features; and
 - (c) development will not exacerbate any physical limitations such as land instability.
- (2) For serviced sites, the scale and intensity of development, including minimum site sizes, ensures that:
 - (a) development will be in keeping with any landscapes qualities or natural features; and

- (b) development will not exacerbate any physical limitations such as land instability.
- (3) Require the height, bulk and location of development to maintain a reasonable level of sunlight access and privacy and to minimise visual dominance effects to immediate neighbours.
- (4) Require development to be of a height and bulk and have sufficient setbacks and open space to maintain and complement the rural and coastal built character of the area.
- (5) Encourage accommodation to have useable and accessible outdoor living space.
- (6) Restrict the maximum impervious area on a site in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated.
- (7) Enable non-residential activities that:
 - (a) support the social and economic well-being of the community; and
 - (b) are in keeping with the scale and intensity of development anticipated within the zone; and
 - (c) avoid, remedy or mitigate adverse effects on residential amenity; and
 - (d) will not detract from the vitality of the Business – City Centre Zone, Business – Metropolitan Centre Zone and the Business – Town Centre Zone.

H2.4. Activity table

Table H2.4.1 Activity table specifies the activity status of land use and development activities in the Residential – Rural and Coastal Settlement Zone pursuant to section 9(3) of the Resource Management Act 1991.

Table H2.4.1 Activity table

Activity		Activity status	Standards to be complied with
Use			
(A1)	Activities not provided for	NC	
Residential			
(A2)	Camping grounds	D	
(A3)	One dwelling per site	P	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear

H2 Residential – Rural and Coastal Settlement Zone

			fences and walls
(A4)	The conversion of a principal dwelling existing as at 30 September 2013 into a maximum of two dwellings	RD	Standard H2.6.3 The conversion of a principal dwelling into a maximum of two dwellings
(A5)	Minor dwellings	RD	Standard H2.6.4 Minor dwellings; Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A6)	More than one dwelling per site (other than the conversion of a principal dwelling in Rule H2.4.1(A4) or a minor dwelling in Rule H2.4.1(A5))	NC	
(A7)	Home occupations	P	Standard H2.6.2 Home occupations
(A8)	Home occupations that do not meet Standard H2.6.2	D	
(A9)	Integrated Residential Development	D	
(A10)	Supported residential care accommodating up to 10 people per site inclusive of staff and residents	RD	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A11)	Supported residential care accommodating greater than 10 people per site inclusive of staff and residents	D	
(A12)	Boarding houses accommodating up to 10 people per site inclusive of staff and residents	RD	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A13)	Boarding houses accommodating greater than 10 people per site inclusive of staff and residents	D	

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(A14)	Visitor accommodation accommodating up to 10 people per site inclusive of staff and visitors	RD	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A15)	Visitor accommodation accommodating greater than 10 people per site inclusive of staff and visitors	D	
Commerce			
(A16)	Dairies up to 100m ² gross floor area per site	RD	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A17)	Restaurants and cafes up to 100m ² gross floor area per site	D	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A18)	Service stations on arterial roads	D	
Community			
(A19)	Care centres accommodating up to 10 people per site excluding staff	P	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A20)	Care centres not provided for above accommodating greater than 10 people per site excluding staff	D	
(A21)	Community facilities	D	
(A22)	Education facilities	D	
(A23)	Tertiary education facilities	D	
(A24)	Emergency services adjoining an arterial road	D	
(A25)	Healthcare facilities up to 200m ² gross floor area per	RD	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation

H2 Residential – Rural and Coastal Settlement Zone

	site		to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A26)	Healthcare facilities greater than 200m ² gross floor area per site	NC	
(A27)	Veterinary clinics	D	
Rural			
(A28)	Grazing of livestock on sites greater than 2,000m ² net site area	P	
Mana Whenua			
(A29)	Marae	D	
Development			
(A30)	Demolition of buildings	P	
(A31)	Internal and external alterations to buildings	P	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A32)	Accessory buildings	P	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage
(A33)	Additions to an existing dwelling	P	Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; Standard H2.6.10 Side and rear fences and walls
(A34)	New buildings and additions to buildings	The same activity status and standards as applies to the land use activity that the new building or addition to a building is designed to accommodate	
(A35)	Rainwater Tank	P	Standard H2.6.11

H2.5. Notification

- (1) Any application for resource consent for an activity listed in Table H2.4.1 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\(4\)](#).

H2.6. Standards

H2.6.1. Activities listed in Table H2.4.1 Activity table

- (1) Activities and buildings containing activities listed in Table H2.4.1 Activity table must comply with the standards listed in the column in Table H2.4.1 Activity table called Standards to be complied with.

H2.6.2. Home occupations

Purpose: to enable people to work from home at a scale that the residential character and amenity is maintained.

- (1) A home occupation must comply with all the following standards:
 - (a) at least one person engaged in the home occupation must use the dwelling on the site as their principal place of residence;
 - (b) no more than two people who do not use the dwelling as their principal place of residence may work in the home occupation;
 - (c) no more than four people in total may work in the home occupation;
 - (d) the sale of goods or services from the home occupation that requires customers to come to the site and the delivery of goods to and from the site may not occur before 7am or after 7pm;
 - (e) car trips to and from the home occupation activity must not exceed 20 per day;
 - (f) heavy vehicle trips must not exceed two per week;
 - (g) no more than one commercial vehicle associated with the home occupation may be on site at any one time;
 - (h) storage for rubbish and recycling associated with the home occupation must be provided on site and screened from public view;
 - (i) materials or goods manufactured, serviced or repaired in the home occupation must be stored and worked on within a building on the same site; and
 - (j) goods sold from the home occupation must be:

- (i) goods produced on site; or
- (ii) goods that are primarily ordered by mail or electronic transaction and redistributed by post or courier; or
- (iii) goods ancillary and related to a service provided by the home occupation.

H2.6.3. The conversion of a principal dwelling existing as at 30 September 2013 into a maximum of two dwellings

Purpose: to enable a dwelling existing as at 30 September 2013 to be converted into a maximum of two dwellings and to provide for sufficient outdoor living space for each of the dwellings.

- (1) Where a dwelling existing as at 30 September 2013 is proposed to be converted into a maximum of two dwellings each dwelling must have an outdoor living space that is:
 - (a) at least 5m² for a studio or one-bedroom dwelling and 8m² for a two or more bedroom dwelling; and
 - (b) at least 1.8m in depth; and
 - (c) directly accessible from the dwelling.

H2.6.4. Minor dwellings

Purpose:

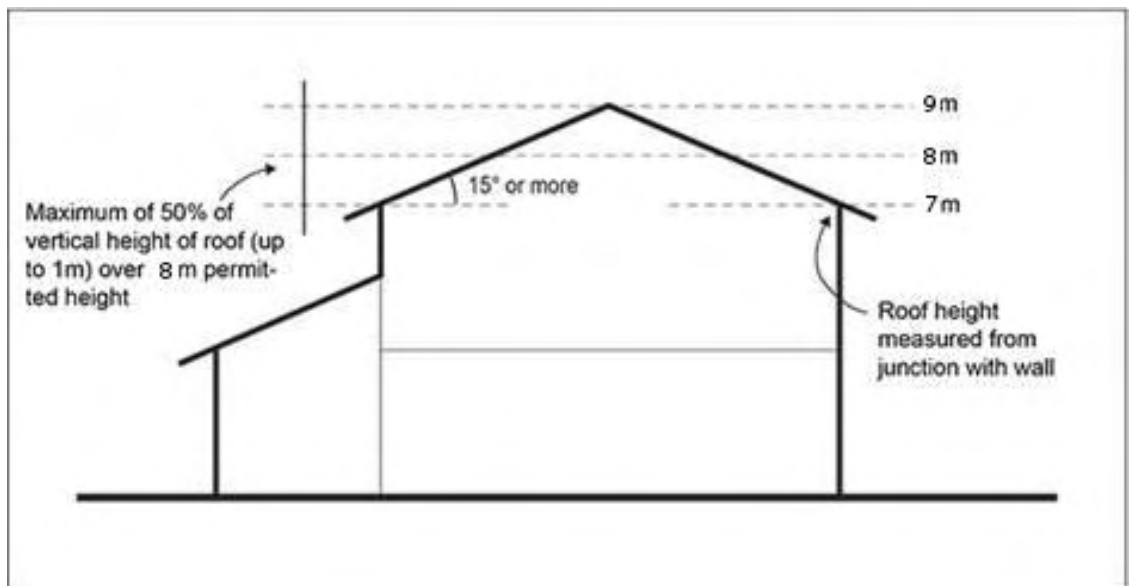
- to provide accommodation that is limited in size and secondary to the principal dwelling on a site; and
 - to ensure that sufficient outdoor living space is provided for the minor dwelling; and
 - to ensure there is no more than one minor dwelling on each site.
- (1) A minor dwelling must not exceed a floor area of 65m² excluding decks and garaging.
 - (2) A minor dwelling must have an outdoor living space that is:
 - (a) at least 5m² for a studio or one-bedroom dwelling and 8m² for a two or more bedroom dwelling; and
 - (b) least 1.8m in depth; and
 - (c) directly accessible from the minor dwelling.
 - (3) There must be no more than one minor dwelling per site.

H2.6.5. Building height

Purpose: to manage the height of buildings to:

- maintain and complement the rural and coastal built character of predominantly one to two storeys and any landscape qualities and natural features; and
 - minimise visual dominance effects; and
 - maintain a reasonable standard of residential amenity for adjoining sites; and
 - provide some flexibility to enable variety in roof forms.
- (1) Buildings must not exceed 8m in height except that 50 per cent of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15 degrees or more, as shown in Figure H2.6.5.1 Building height in the Residential – Rural and Coastal Settlement Zone below.

Figure H2.6.5.1 Building height in the Residential – Rural and Coastal Settlement Zone

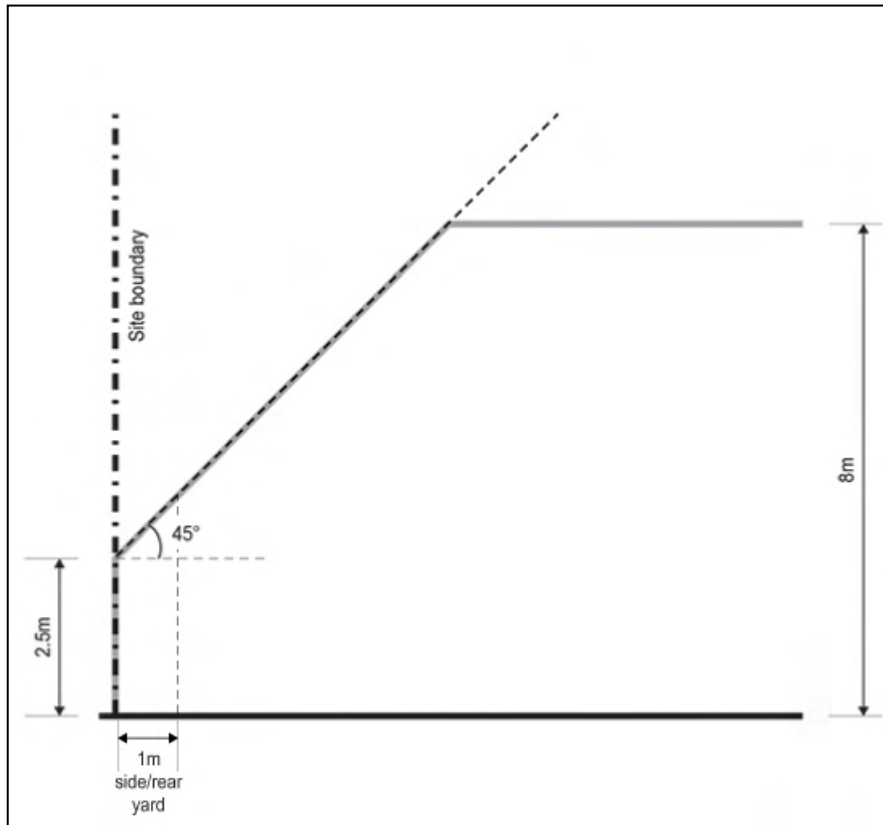


H2.6.6. Height in relation to boundary

Purpose: to manage the height and bulk of buildings at boundaries to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours.

- (1) Buildings must not project beyond a 45-degree recession plane measured from a point 2.5m vertically above ground level along side and rear boundaries, as shown in Figure H2.6.6.1 Height in relation to boundary below.

Figure H2.6.6.1 Height in relation to boundary



(2) Standard H2.6.6(1) above does not apply to a boundary, or part of a boundary, adjoining any of the following:

(a) a Business – City Centre Zone; Business – Metropolitan Centre Zone; Business – Town Centre Zone; Business – Local Centre Zone; Business – Neighbourhood Centre Zone; Business – Mixed Use Zone; Business – General Business Zone; Business – Business Park Zone; Business – Light Industry Zone and Business – Heavy Industry Zone; or

(b) sites within the Open Space – Conservation Zone; Open Space – Informal Recreation Zone; Open Space – Sports and Active Recreation Zone; Open Space – Civic Spaces Zone; or the Open Space – Community Zone:

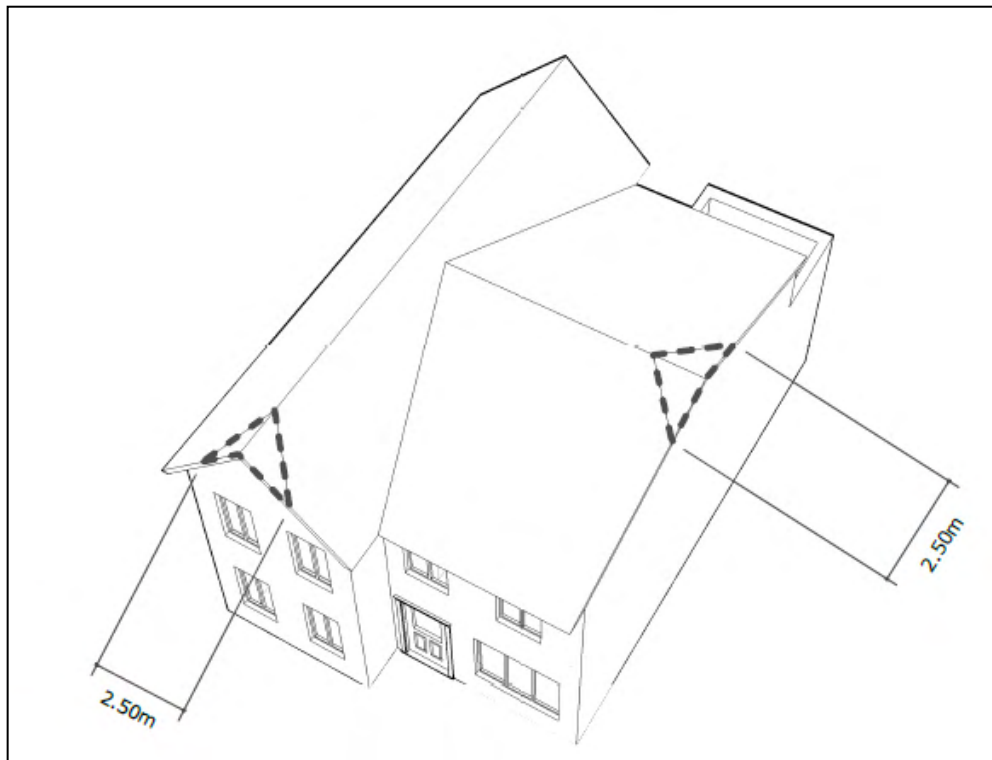
(i) that are greater than 2000m²;

(ii) where that part of the site in (i) is greater than 20 metres in width, when measured perpendicular to the shared boundary; and

(iii) Where an open space comprises multiple sites but has a common open space zoning, the entire zone will be treated as a single site for the purpose of applying the standards listed below.

- (3) Where the boundary forms part of a legal right of way, entrance strip, access site or pedestrian access way, the control in Standard H2.6.6(1) applies from the farthest boundary of that legal right of way, entrance strip, access site or pedestrian access way.
- (4) A gable end, dormer or roof may project beyond the recession plane where that portion beyond the recession plane is:
- (a) no greater than 1.5m^2 in area and no greater than 1m in height; and
 - (b) no greater than 2.5m cumulatively in length measured along the edge of the roof as shown in Figure H2.6.6.2 Exceptions for gable ends and dormers and roof projections below.

Figure H2.6.6.2 Exceptions for gable ends and dormers and roof projections



- (5) No more than two gable ends, dormers or roof projections are allowed for every 6m length of site boundary.

H2.6.7. Yards

Purpose:

- to maintain the rural and coastal built character of the streetscape and provide sufficient space for landscaping within the front yard; and
- to maintain a reasonable standard of residential amenity for adjoining sites; and

- to ensure buildings are adequately set back from lakes, streams and the coastal edge to maintain water quality and provide protection from natural hazards; and
 - to enable buildings and services on the site or adjoining sites to be adequately maintained.
- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table H2.6.7.1 Yards below.

Table H2.6.7.1 Yards

Yard	Minimum depth
Front	5m
Side	1m
Rear	1m
Riparian	10m from the edge of all other permanent and intermittent streams
Lakeside	30m
Coastal protection yard	20m, or as otherwise specified in Appendix 6 Coastal protection yard

H2.6.8. Maximum impervious area

Purpose:

- to manage the amount of stormwater runoff generated by a development, particularly in relation to the capacity of the stormwater network and potential flood risks; and
 - to support the functioning of riparian yards, lakeside yards and coastal protection yards and water quality and ecology; and
 - to reinforce the building coverage and landscaped area standards; and
 - to limit paved areas on a site to improve the site's appearance and cumulatively maintain amenity values in a neighbourhood.
- (1) The maximum impervious area must not exceed 35 per cent of site area or 1400m², whichever is the lesser.
- (2) The maximum impervious area within a riparian yard, lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area.

H2.6.9. Building coverage

Purpose: to manage the extent of buildings on a site to maintain and complement the rural and coastal built character of the zone and any landscape qualities and natural features.

- (1) The maximum building coverage must not exceed 20 per cent of net site area or 400m², whichever is the lesser.

H2.6.10. Front, side and rear fences and walls

Purpose: to enable fences and walls to be constructed on a front, side or rear boundary or within a front, side, rear, riparian, coastal protection or lakeside yard to a height sufficient to:

- provide privacy; and
 - minimise visual dominance effects to immediate neighbours and the street or adjoining public place.
- (1) Fences or walls or a combination of these structures (whether separate or joined together) on a side or rear boundary or within a side or rear yard must not exceed a height of 2m above ground level.
- (a) on a side or rear boundary or within a side, rear, coastal protection yard, riparian yard or lakeside yard must not exceed a height of 2m above ground level.
 - (b) on or within the front yard, either:
 - (i) 1.4m in height, or
 - (ii) 1.8m in height for no more than 50 per cent of the site frontage and 1.4m for the remainder, or
 - (iii) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

H2.6.11. Rainwater tanks

Purpose: To enable rainwater tank installation while maintaining amenity values.

- (1) Rainwater tanks must not be located:
- (i) in a riparian, lakeside or coastal protection yard unless less than 1m in height, or wholly below ground level;
 - (ii) in a front yard unless they are at least 1.5m from the front boundary and are a maximum height of 1 m.
- (2) Rainwater tanks (excluding any pipework) must not exceed 3 m in height in a rear or side yard
- (3) Rainwater tanks must not be located on or outflow across an effluent dispersal area.
- (4) Any overflow from the rainwater tank must discharge to the existing authorised stormwater system for the site.

Note: If there is a new stormwater discharge or diversion created Chapter E8.6.2.1 and Building Act requirements must be complied with.

Note: Building Act regulations apply. A building consent may be required under the Building Act.

H2.7. Assessment – controlled activities

There are no controlled activities in this section.

H2.8. Assessment – restricted discretionary activities

H2.8.1. Matters of discretion

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application:

- (1) for supported residential care accommodating up to 10 people per site inclusive of staff and residents; boarding houses accommodating up to 10 people per site inclusive of staff and residents; visitor accommodation accommodating up to 10 people per site inclusive of staff and visitors; dairies up to 100m² gross floor area per site; and healthcare facilities up to 200m² gross floor area per site:
 - (a) the effects on wastewater capacity; and
 - (b) the effects on the neighbourhood character, residential amenity and the surrounding residential area from all of the following:
 - (i) building intensity, scale, location, form and appearance;
 - (ii) traffic;
 - (iii) location and design of parking and access; and
 - (iv) noise, lighting and hours of operation.
- (2) for minor dwellings:
 - (a) the effects on the rural and coastal character of the zone; and
 - (b) the effects on wastewater capacity.
- (3) for the conversion of a primary dwelling existing as at 30 September 2013 into a maximum of two dwellings:
 - (a) the effects on wastewater capacity.
- (4) for buildings that do not comply with Standard H2.6.5 Building height; Standard H2.6.6 Height in relation to boundary; Standard H2.6.7 Yards; Standard H2.6.8 Maximum impervious areas; Standard H2.6.9 Building coverage; and Standard H2.6.10 Side and rear fences and walls:
 - (a) any policy which is relevant to the standard;
 - (b) the purpose of the standard;
 - (c) the effects of the infringement of the standard;

- (d) the effects on the rural and coastal character of the zone;
- (e) the effects on the amenity of neighbouring sites;
- (f) the effects of any special or unusual characteristic of the site which is relevant to the standard;
- (g) the characteristics of the development;
- (h) any other matters specifically listed for the standard; and
- (i) where more than one standard will be infringed, the effects of all infringements.

H2.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) for supported residential care accommodating up to 10 people per site inclusive of staff and residents; boarding houses accommodating up to 10 people per site inclusive of staff and residents; visitor accommodation accommodating up to 10 people per site inclusive of staff and visitors; dairies up to 100m² gross floor area per site; and healthcare facilities up to 200m² gross floor area per site:
 - (a) wastewater capacity:
 - (i) whether adequate wastewater capacity is provided within the on-site wastewater system based on the design occupancy to avoid significant adverse effects on public health, water quality and amenity values and to remedy or mitigate other adverse effects.
 - (b) building intensity, scale, location, form and appearance:
 - (i) whether the intensity and scale of the activity, the building location, form and appearance is compatible with the character and residential amenity provided for within the zone and compatible with the surrounding residential area.
 - (c) traffic:
 - (i) whether the activity avoids or mitigates high levels of additional non-residential traffic on local roads.
 - (d) location and design of parking and access:
 - (i) whether adequate parking and access is provided or required.
 - (e) noise, lighting and hours of operation:

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(i) whether noise and lighting and the hours of operation of the activity avoids, remedies or mitigates adverse effects on the residential amenity of surrounding properties, by:

- locating noisy activities away from neighbouring residential boundaries; and
- screening or other design features; and
- controlling the hours of operation and operational measures.

(2) for minor dwellings:

- (a) refer to Policy H2.3(1);
- (b) refer to Policy H2.3(2);
- (c) refer to Policy H2.3(3); and
- (d) refer to Policy H2.3(5).

(3) for the conversion of a primary dwelling existing as at 30 September 2013 into a maximum of two dwellings:

- (a) refer to Policy H2.3(1); and
- (b) refer to Policy H2.3(2).

(4) for building height:

- (a) refer to Policy H2.3(1);
- (b) refer to Policy H2.3(2);
- (c) refer to Policy H2.3(3); and
- (d) refer to Policy H2.3(4).

(5) for height in relation to boundary:

- (a) refer to Policy H2.3(1);
- (b) refer to Policy H2.3(2);
- (c) refer to Policy H2.3(3); and
- (d) refer to Policy H2.3(4).

(6) for yards:

- (a) refer to Policy H2.3(1);
- (b) refer to Policy H2.3(2);
- (c) refer to Policy H2.3(3); and

(d) refer to Policy H2.3(4).

(7) for maximum impervious areas:

(e) refer to Policy H2.3(6).

(8) for building coverage:

(a) refer to Policy H2.3(1);

(b) refer to Policy H2.3(2);

(c) refer to Policy H2.3(3); and

(d) refer to Policy H2.3(4).

(9) for side and rear fences and walls:

(a) refer to Policy H2.3(1);

(b) refer to Policy H2.3(2);

(c) refer to Policy H2.3(3); and

(d) refer to Policy H2.3(4).

H2.9. Special information requirements

There are no special information requirements in this zone.

H19. Rural zones

H19.1 Background

There are five rural zones covered in H19. Rural zones:

- Rural – Rural Production Zone;
- Rural – Mixed Rural Zone;
- Rural – Rural Coastal Zone;
- Rural – Rural Conservation Zone; and
- Rural – Countryside Living Zone.

These zones, and their provisions, provide the main framework for the management of subdivision, use and development in the rural areas.

Section H19.2 contains general provisions applicable to all rural zones. These general provisions are then followed by objectives and policies relevant to the individual zones (section H19.3 to H19.5.12). The general and zone-specific provisions provide the management framework for subdivision use and development in the rural areas and need to be considered together, along with the Auckland-wide objectives and policies for rural subdivision.

Within the Rural – Rural Coastal Zone there are a number of identified coastal areas that, in addition to the general objectives and policies of that zone, have additional area specific objectives and policies.

These areas are:

- Te Arai-Pakiri coastal area;
- Whangateau-Waiwera coastal area;
- Kaipara South Head and Harbour coastal area;
- Muriwai-Te Henga coastal area;
- Tasman coastal area;
- Manukau Harbour coastal area; and
- Tāmaki-Firth coastal area.

H19.2 Objectives and policies – all rural zones

The following objectives and policies apply to all rural zones.

H19.2.1. Objectives – general rural

- (1) Rural areas are where people work, live and recreate and where a range of activities and services are enabled to support these functions.
- (2) Rural production activities are provided for throughout the rural area while containing adverse environmental effects on site.

- (3) Elite soil is protected, and prime soil is managed, for potential rural production.
- (4) Rural lifestyle development avoids fragmentation of productive land.

H19.2.2. Policies – general rural

- (1) Enable activities based on use of the land resource and recognise them as a primary function of rural areas.
- (2) Require rural production activities to contain and manage their adverse environmental effects on-site to the fullest extent practicable.
- (3) Enable rural production activities on elite and prime soil and avoid land-use activities and development not based on, or related to, rural production from locating on elite soil and avoid where practicable such activities and development from locating on prime soil.
- (4) Enable and maintain the productive potential of land that is not elite or prime soil but which has productive potential for rural production purposes, and avoid its use for other activities including rural lifestyle living except where these are provided for or enabled by Policy H19.2.2(5).
- (5) Enable a range of rural production activities and a limited range of other activities in rural areas by:
 - (a) separating potentially incompatible activities such as rural production and rural lifestyle living into different zones;
 - (b) avoiding or restricting rural subdivision for activities not associated with rural production in areas other than those subdivision provided for in [E39 Subdivision – Rural](#);
 - (c) managing the effects of activities in rural areas so that;
 - (i) essential infrastructure can be funded, coordinated and provided in a timely, integrated, efficient and appropriate manner; and
 - (ii) reverse sensitivity effects do not constrain rural production activities.
 - (d) acknowledging that, in some circumstances, the effective operation, maintenance, upgrading and development of infrastructure may place constraints on productive land and other rural activities; or
 - (e) providing for tourism and activities related to the rural environment.
- (6) Recognise that a range of buildings and structures accessory to farming and forestry, and other operational structures for rural production activities are an integral part of rural character and amenity values.
- (7) Enable intensive farming in the Rural – Rural Production Zone, Rural – Mixed Rural Zone and Rural – Rural Coastal Zone only where it is carried out in accordance with good industry practice.

H19.2.3. Objectives – rural character, amenity and biodiversity values

- (1) The character, amenity values and biodiversity values of rural areas are maintained or enhanced while accommodating the localised character of different parts of these areas and the dynamic nature of rural production activities.
- (2) Areas of significant indigenous biodiversity are protected and enhanced.

H19.2.4. Policies – rural character, amenity and biodiversity values

- (1) Manage the effects of rural activities to achieve a character, scale, intensity and location that is in keeping with rural character, amenity and biodiversity values, including recognising the following characteristics:
 - (a) a predominantly working rural environment;
 - (b) fewer buildings of an urban scale, nature and design, other than residential buildings and buildings accessory to farming; and
 - (c) a general absence of infrastructure which is of an urban type and scale.
- (2) Recognise the following are typical features of the Rural – Rural Production Zone, Rural – Mixed Rural Zone and Rural – Rural Coastal Zone and will generally not give rise to issues of reverse sensitivity in these zones:
 - (a) the presence of large numbers of farmed animals and extensive areas of plant, vine or fruit crops, plantation forests and farm forests;
 - (b) noise, odour, dust, traffic and visual effects associated with use of the land for farming, horticulture, forestry, mineral extraction and cleanfills;
 - (c) the presence of existing mineral extraction activities on sites zoned as Special Purpose – Quarry Zone;
 - (d) accessory buildings dot the landscape, particularly where farming activities are the dominant activity; and
 - (e) activities which provide for the relationship of Mana Whenua to their ancestral land and taonga.
- (3) Enable opportunities to protect existing Significant Ecological Areas or provide opportunities to enhance or restore areas to areas meeting criteria of Significant Ecological Areas.

PC 20 (See modifications)

H19.2.5. Objectives – rural industries, rural commercial services and non-residential activities

- (1) Rural production activities are supported by appropriate rural industries and services.
- (2) The character, intensity and scale of rural industries and services are in keeping with the character of the relevant rural zone.

- (3) The rural economy and the well-being of people and local communities are maintained or enhanced by social, cultural and economic non-residential activities, while the area's rural character and amenity is maintained or enhanced.
- (4) Industries, services and non-residential activities of an urban type and scale unrelated to rural production activities are not located in rural zones.
- (5) The rehabilitation of quarries is assisted by cleanfills and managed fills.

H19.2.6. Policies – rural industries, rural commercial services and non-residential activities

- (1) Enable rural industries and rural commercial services only where they have a direct connection with the resources, amenities, characteristics and communities of rural areas.
- (2) Manage rural industries, rural commercial services and other non-residential activities to:
 - (a) avoid creating reverse sensitivity effects;
 - (b) contain and manage adverse effects on-site; and
 - (c) avoid, remedy or mitigate adverse effects on traffic movement and the road network.
- (3) Enable cleanfills and managed fills where they can assist the rehabilitation of quarries.
- (4) Restrict cleanfills and managed fills in the Rural – Rural Conservation Zone and Rural – Countryside Living Zone. Where cleanfills are established in other rural zones:
 - (a) they should not adversely affect or inhibit the use of surrounding land for productive purposes or for carrying out any permitted, restricted discretionary or discretionary activity; and
 - (b) their completed state should be in keeping with the appearance, form and location of existing rural character and amenity values.

H19.3 Rural – Rural Production Zone

H19.3.1. Zone description

The purpose of the Rural – Rural Production Zone is to provide for the use and development of land for rural production activities and rural industries and services, while maintaining rural character and amenity values.

The zone's physical, climatic and production characteristics vary across the region, including rolling to steep hill country and flat to rolling lowlands with highly productive soils close to the metropolitan area.

In the north, the zone is characterised by:

- Auckland's highest number of remaining large rural properties;
- Low-intensity settlement, significant natural areas and natural resources; and
- an environment less modified by humans than other zones in the north.

In the south, the zone is characterised by:

- intensively subdivided land tenure pattern, particularly on lowland areas;
- the largest horticultural production area in Auckland, centred on the highly productive soils of the Franklin lowlands;
- mixed primary production including pastoral farming and forestry relating to topography, land tenure pattern and water availability on the west and east coasts; and
- the Hunua Ranges providing the backdrop to production land in the east.

The following objectives and policies apply to the Rural – Rural Production Zone.

H19.3.2. Objectives

- (1) A range of rural production, rural industries, and rural commercial activities take place in the zone.
- (2) The productive capability of the land is maintained and protected from inappropriate subdivision, use and development.

H19.3.3. Policies

- (1) Provide for a range of existing and new rural production, rural industry and rural commercial activities and recognise their role in determining the zone's rural character and amenity values.
- (2) Provide for forestry activities including:
 - (a) planting and management of new and existing forests in recognition of their production values, land stability and carbon sequestration functions, and multiple use for active recreation;
 - (b) woodlots and farm-scale forestry; and
 - (c) planting of indigenous species and amenity exotic species for long-term production purposes and the eventual harvesting of these species.
- (3) Enable the establishment of new greenhouses and the expansion of existing greenhouses in specific locations where there are advantages for operational efficiencies, transport accessibility and the provision of energy such as natural gas supplies and services, and manage the amenity expectations of other activities in these areas.
- (4) Provide for intensive farming, while managing the adverse effects and require compliance with good industry practice.
- (5) Require intensive farming of new species, including terrestrial, freshwater and marine species not currently farmed in the Rural – Rural Production Zone to:

- (a) be designed and operated to prevent the escape of any species of animal or plant that could have an adverse effect on the natural environment; and
- (b) not include any mustelid species.

H19.4 Rural – Mixed Rural Zone

H19.4.1. Zone description

The purpose of the Rural – Mixed Rural Zone is to provide for rural production, generally on smaller rural sites and non-residential activities of a scale compatible with smaller site sizes.

These areas often have a history of horticulture, viticulture, intensive farming and equine-related activities. These activities have in turn supported the establishment of produce sales or retail services such as cafés, restaurants, tourist and visitor-related facilities.

Sites in this zone provide flexibility to accommodate a range of rural production activities and associated non-residential activities while still ensuring good amenity levels for residents who use their land for rural lifestyle purposes.

The following objectives and policies apply to the Rural – Mixed Rural Zone.

H19.4.2. Objectives

- (1) The existing subdivision pattern is used by a range of rural production activities and non-residential activities that support them.
- (2) The continuation of rural production and associated non-residential activities in the zone is not adversely affected by inappropriate rural lifestyle activity.
- (3) Rural character and amenity values of the zone are maintained while anticipating a mix of rural production, non-residential and rural lifestyle activities.

H19.4.3. Policies

- (1) Enable rural production, rural industries and rural commercial services that are compatible with the existing subdivision pattern and recognise that these activities are significant elements of, and primary contributors to, rural character and amenity values.
- (2) Manage reverse sensitivity effects by:
 - (a) limiting the size, scale and type of non-rural production activities;
 - (b) retaining the larger site sizes within this zone;
 - (c) limiting further subdivision for new rural lifestyle sites; and
 - (d) acknowledging a level of amenity that reflects the presence of:
 - (i) rural production and processing activities that generate rural odours, noise from stock and the use of machinery, and the movement of commercial vehicles on the local road network; and

- (ii) non-residential activities which may generate noise, light and traffic levels greater than those normally found in areas set aside for rural lifestyle activities.

H19.5 Rural – Rural Coastal Zone

H19.5.1. Zone description

The purpose of the Rural – Rural Coastal Zone is to retain and enhance the rural character and amenity values, local coastal character and biodiversity values of rural areas along Auckland's harbours, estuaries and coastline. It is also to enable rural production activities, local non-residential activities, maintain recreational opportunities and manage the effects of existing scattered rural lifestyle development. The zone also provides opportunities to access the coastal marine area and support marine-related activities.

The zone is more extensive than the coastal environment line identified by using the New Zealand Coastal Policy Statement criteria. It recognises the significance of the coast to the character and identity of Auckland and its role as a favoured place to live and work and for recreational and leisure activities. The coastal environment, and in particular the coastal edge and margins of lakes and rivers, is important to Mana Whenua.

Much, but not all of the zone and the adjacent coastal marine area is covered by Outstand Natural Character, High Natural Character, Outstanding Natural Landscape and Significant Ecological Areas overlays.

Parts of this zone are under significant development pressure for coastal town and village settlement, further rural lifestyle opportunities, recreational, tourism and visitor activities.

The objectives and policies set out in H19.5.2 and H19.5.3 apply to the entire Rural – Rural Coastal Zone. The objectives and policies set out in sections H19.5.4. – H19.5.10. apply to specific coastal areas:

- Rural Coastal Zone – Te Arai-Pākiri coastal area;
- Rural Coastal Zone – Whangateau-Waiwera coastal area;
- Rural Coastal Zone – Kaipara South Head and Harbour coastal area;
- Rural Coastal Zone – Muriwai-Te Henga coastal area;
- Rural Coastal Zone – Tasman coastal area;
- Rural Coastal Zone – Manukau Harbour coastal area; and
- Rural Coastal Zone – Tāmaki-Firth coastal area.

H19.5.2. Objectives

- (1) Rural production activities are enabled while managing adverse effects on rural character and amenity values, landscape, biodiversity values and Mana Whenua cultural heritage values.

- (2) The development and operation of activities that provide recreational and local non-residential services are enabled where they maintain and enhance the zone's rural and coastal character, amenity values, landscape and biodiversity values.
- (3) Buildings are of a scale and intensity that do not detract from the zone's rural and coastal character and amenity values.
- (4) Rural lifestyle subdivision is limited across the zone.
- (5) The significant relationship between land, freshwater bodies and the coastal marine area and their contribution to Auckland's rural and coastal character is maintained and enhanced.
- (6) Recognise differences in coastal character in different parts of the zone and manage activities and development to maintain and enhance local coastal character.

H19.5.3. Policies

- (1) Manage activities and development to maintain the distinctive rural and coastal character of the zone which include:
 - (a) farming and forestry with a low density of buildings and other significant structures;
 - (b) rural character and amenity values, biodiversity values, values based on particular physical and natural features such as beaches, ridgelines, estuaries, harbours, indigenous vegetation, wetlands, or similar features;
 - (c) physical and visual links between land, freshwater lakes and the coastal marine area; or
 - (d) traditional cultural relationships of Mana Whenua with the coastal environment.
- (2) Enable the continuation of rural production activities and the construction of accessory buildings and structures for farming purposes.
- (3) Provide for the continued operation of forestry including harvesting and replanting in existing forest areas.
- (4) Discourage rural production activities that have significant adverse effects resulting from:
 - (a) large buildings;
 - (b) significant earthworks or changes to natural landforms;
 - (c) adverse effects that cannot be contained or managed within the boundary of the site;
 - (d) significant numbers of daily vehicle movements, particularly on scenic and tourist routes; or

- (e) significant impacts on biodiversity values and rural character and amenity values.
- (5) Maintain the rural and coastal character and amenity values in the coastal environment by controlling the number, location, size and visual impact of dwellings and other non-residential buildings and their curtilage and accessways.
- (6) Require the location and design of buildings and other significant structures to:
 - (a) avoid locating on the top of ridgelines so their profile does not protrude above the natural line of the ridge;
 - (b) minimise building platforms and accessways and earthworks associated with these; and
 - (c) avoid locating buildings and other significant structures in coastal yards and riparian margins, except for fences and structures with operational need for such a location.
- (7) Recognise the importance of major roads in the zone that:
 - (a) provide access to coastal settlements, public open space and the coast;
 - (b) function as major transport routes for rural produce;
 - (c) are major scenic and tourist routes;
 - (d) are preferred locations for recreation, tourism, visitor facilities and services and the sale of produce and crafts; or
 - (e) act as gateways to Auckland.
- (8) Enable the development of appropriate activities, while ensuring that the transport function of the road and its scenic values are not compromised.

H19.5.4. Rural – Rural Coastal Zone Te Arai-Pākiri coastal area

H19.5.4.1. Area Description

This area includes the coastal land between Te Arai Point and J Greenwood Road to the south of Pākiri village. Te Arai and Pākiri beaches are the only lengthy, exposed, high-energy beaches on mainland Auckland's east coast. In contrast to other areas on this coastline, it has a distinctly remote and wild rural character.

The area is characterised by hill country in the south and west which gives way to rolling rural land, sand dunes and flat pastoral land in the north and east. The sand dunes along with historically planted exotic forests form a natural interface between the beach and the pastoral land further afield. The areas of indigenous and exotic forest on the hills lying to the west of the Pākiri coastal area form a physical and visual backdrop to the area. There are significant areas of indigenous vegetation and wildlife habitat in the area, containing a number of important native species.

The Te Arai-Pākiri coastal area is characterised by an existing rural lifestyle and beach settlement to the south of Mangawhai Forest, focussed on the Pākiri River area. Pākiri Regional Park is located to the south of the river. There are limited public road access points to the beaches. At Te Arai Point, located towards the northern end of the coastline, there is a public reserve, regional park, scenic lookout and a golf course.

H19.5.4.2. Objectives

- (1) Low levels of built development in the Te Arai-Pākiri coastal area are maintained to retain its coastal character and the scenic and recreational values of Pākiri Beach and Te Arai Beach.
- (2) Development of Māori land is provided for in a way that retains the dominance of natural elements and scenic values over any built development.

H19.5.4.3. Policies

- (1) Avoid beachfront residential and rural lifestyle development to retain the undeveloped character of the beaches.
- (2) Manage the type and intensity of development along existing public roads and other access ways to the beaches to protect their low-key development character.
- (3) Manage built development so that the size, location and density of buildings do not dominate over natural elements and the area retains a rural and coastal character rather than a built one.
- (4) Minimise the visual and landscape impacts of buildings in areas where there are important public views to and from Pākiri Beach, Te Arai Beach and the rural backdrop, including:
 - (a) views to and from the beach at the Pākiri River mouth;
 - (b) views to and along Pākiri Beach and the southern coastal hills from Pākiri Regional Park; and
 - (c) views to and from the beach at Te Arāi Point.
- (5) Avoid activities and development that adversely affect the natural character, water quality and recreational use of the catchment of the Cape Rodney to Ōkakarī Point/Goat Island Marine Reserve, particularly on the coastal hills fronting the reserve.
- (6) Provide for the ongoing operation of the Mangawhai Forest and its multiple purposes for timber production and sand dune stabilisation, and for its landscape and open space values as a backdrop to Pākiri Beach.
- (7) Enable the use of Māori land in the area for papakāinga and other associated purposes, but recognise the high natural values of the area by:
 - (a) concentrating built development in areas of lower visual prominence;

- (b) cluster development rather than expansion along the coastal edge;
- (c) maintaining existing vegetation and landform character as far as practicable; and
- (d) managing the scale of development to reflect papakāinga and marae needs, rather than more intensive forms of development.

H19.5.5. Rural – Rural Coastal Zone East Coast area Whangateau-Waiwera

H19.5.5.1. Area Description

This extends from Rodney Road (Pākiri Hill) south as far as the northern bank of Waiwera River. Its inland boundary generally follows State Highway 1 from Waiwera to Warkworth, before extending northeast to the east of Matakana Road and along Leigh Road.

The area is characterised by an indented and variable coastline with steep headlands, small coves, sheltered beaches and harbours, and extensive sandy beaches. A sequence of five major estuaries are along the eastern coast area – Whangateau, Matakana, Mahurangi, Pūhoi and Waiwera. These estuarine environments provide fish nursery areas that contribute to the overall productivity of the Hauraki Gulf.

Between Mahurangi and Waiwera the land is characterised by steep to rolling rural land with extensive areas of indigenous vegetation and partially bush-clad slopes. There are few areas of flat land, the largest areas being at Omaha Beach and Omaha flats.

Much of the coastal edge is identified as an Outstanding Natural Character or High Natural Character overlay with further expanses of land being Outstanding Natural Landscape and Significant Ecological areas.

Five regional parks at Tāwharanui, Scandretts, Mahurangi East, Mahurangi West and Wenderholm provide public access and recreational opportunities, as well as being significant ecological areas.

H19.5.5.2. Objectives

- (1) The open, high-quality natural character, coastal landscape and natural environmental values are retained.
- (2) Recreational, marine transport, tourism and home occupation activities are supported where they are consistent the coastal landscape character and natural environmental values of the area.
- (3) Use and development is integrated with growth in identified rural and coastal towns and settlements.
- (4) The high natural values of the east coast estuaries are maintained.

H19.5.5.3. Policies

- (1) Require buildings, including dwellings, greenhouses and buildings for intensive farming and their curtilage and access to be located sensitively in

the landscape with particular consideration to their size, location, scale and density, ability to sit into the landscape.

- (2) Avoid locating dwellings and other significant buildings on ridgelines and the construction of visually prominent accessways up or across visually significant slopes.
- (3) Recognise and support the high recreational values of the area, particularly accessibility to, and use of, the coastal marine area by enabling:
 - (a) the continued use of Sandspit as a transport terminal to Kawau Island; and
 - (b) the efficient operation of existing public boat launching facilities and the establishment of new public facilities in appropriate locations.
- (4) Avoid activities and development of a type, scale or location that adversely affects the public use and enjoyment of regional parks and other public open space for:
 - (a) active and passive recreation, both on land and in the adjoining coastal marine area;
 - (b) appreciation of open space, scenic and natural landscape values;
 - (c) centres for biodiversity management and enhancement; or
 - (d) farmland management.
- (5) Concentrate larger scale tourist facilities, including tourist accommodation, in rural and coastal towns.
- (6) Manage activities that have the potential to generate sediment into the estuarine environments to ensure the high natural values of these environments are protected and maintained.

H19.5.6. Rural – Rural Coastal Zone West Coast Coastal area (Kaipara South Head and harbour)

H19.5.6.1. Area description

This area includes significant areas of Kaipara South Head, the Ōkahukura (Tāpora) Peninsula and the eastern coastal margins of the Kaipara Harbour. The area is characterised by a predominance of rural production activity, particularly pastoral farming activities and forestry and its significance to Māori. Long, high-energy beaches backed by sand dunes are located along the coast, terminating in the significant high dune landforms and Papakanui spit at South Kaipara Head.

Flat coastal alluvial plains are a special landscape feature in the Kaipara Harbour catchment. These are backed by a convoluted coastline with rolling hills. This harbour is highly tidal with extensive areas of exposed intertidal flats and defined low tidal channels and occasional mangrove communities. The South Head area

is recognised as having wind resources with potential to be used as a source of renewable energy.

Significant bird habitats are present along the coastal margins and in the harbour, particularly around the sand islands at Tāpora. Tāpora, Wharehine and Port Albert are sensitive to development due to the elevated nature of many of the surrounding roads, and due to the rolling and often open nature of the land which also connects to the low lying alluvial plains.

Development has increased in particular along the west coast of the Kaipara Harbour and along South Head. A pattern of typically large properties and low-density settlement provides a rural and semi-remote character.

Woodhill Forest along the western margins of South Kaipara peninsula provides recreation, sand stabilisation and landscape functions.

There are areas of Outstanding Natural Character, High Natural Character and Outstanding Natural Landscape which may be at risk of degradation due to development pressure. South Head and the coast of the Kaipara Harbour are areas recognised as being under pressure for development. Control over the built environment in these areas is considered prudent to ensure that the character and rural/coastal landscape and environmental and amenity values are retained.

H19.5.6.2. Objectives

- (1) The special and distinctive coastal and rural character of the West Coast area is retained.
- (2) Land-based activities and development are managed to protect the area's Outstanding and High Natural Character and landscape values and its ecological, recreation and amenity values.
- (3) The relationship between the land, the Tasman Coast and the Kaipara Harbour is recognised and maintained.
- (4) Significant Māori associations with the Kaipara Harbour area recognised and provided for.

H19.5.6.3. Policies

- (1) Enable rural production activities, particularly pastoral farming and forestry, for their economic and social role as well as in retaining a remote rural and coastal character.
- (2) Maintain a low-intensity built environment, where buildings are for rural production purposes rather than for rural lifestyle.
- (3) Require buildings for intensive farming to be sited to minimise visual impacts on natural character and landscape values.
- (4) Retain a range of land holding sizes, particularly those larger land holdings used for pastoral farming activities.

- (5) Improve public access to the Kaipara Harbour, including boat launching facilities where this does not adversely affect important habitat areas, such as the Tāpora sand islands.
- (6) Require subdivision and land-use activities to enhance and protect the distinctive special character and sensitive environments of the policy area.

H19.5.7. Rural – Rural Coastal Zone Muriwai-Te Henga coastal area

H19.5.7.1. Area description

This area consists of a rugged coastal strip between Muriwai and Bethells Beach/Te Henga and the area inland to the edge of the hill country west of Waitākere township. It has largely uninhabited steep, rugged indented coastal cliffs along the West Coast with small beaches amid high rocky headlands. Rolling to steep hills extend inland from the coast. There is significant indigenous vegetation. This area is characterised by the predominance of natural qualities that is largely unmodified by the built environment, significant roads or other landscape modifications.

Rural lifestyle development to the south of Muriwai settlement is focused on Ōaia and Constable Roads but set back from the coastal edge.

Part of this area is included in the Waitākere Ranges Heritage Area Overlay.

H19.5.7.2. Objectives

- (1) The natural character and coastal and non-urban character of the Muriwai-Bethells Beach coastal area is protected and retained.
- (2) Activities are managed to maintain the values of the adjoining Open Space Zone.

H19.5.7.3. Policies

- (1) Manage built development so that its size, location and density do not dominate natural elements and the area retains a rural and coastal character rather than a built one.
- (2) Avoid siting dwellings and accessory buildings overlooking public walkways or locations such as headlands or ridgelines where they would be highly visible from an Open Space Zone.
- (3) Avoid built development requiring significant clearance of regenerating and established indigenous vegetation.

H19.5.8. Rural – Rural Coastal Zone Tasman Coast area (Āwhitu Peninsula)

H19.5.8.1. Area description

This area comprises the western margins of the Āwhitu Peninsula. It extends from the Manukau Harbour south to the boundary with the Waikato District.

The Peninsula is largely defined by a sequence of massive dunes that rise to a central spine generally 120-190m above sea level. These enclose a series of

deep valleys and dune lakes that are exposed to the Tasman Sea. There are two dune lakes - Pēhiākura and Pokorua.

The area as a whole is one of high natural character and outstanding natural landscapes. Steep hill country gives the area a wild, scenic and remote landscape character. Pastoral land comprises large farm holdings with pockets of indigenous vegetation and forestry. Settlement is typically sparse – characterised by farm houses and accessory buildings and located adjacent to existing roads. A long history of Māori settlement has left a legacy of places and sites of significance to local iwi and strong cultural associations with the peninsula as a whole.

The potential for this area to support renewable wind energy generation facilities is acknowledged.

H19.5.8.2. Objectives

- (1) The high natural values, including natural character and landscapes are protected from inappropriate subdivision, use and development while providing for rural activities.
- (2) Natural coastal processes are recognised and managed by avoiding activities that would create or exacerbate coastal erosion and sand blowouts along the Tasman coastline.

H19.5.8.3. Policies

- (1) Provide for limited subdivision, use and development to ensure natural character and landscape values are maintained and enhanced.
- (2) Avoid land modification and development along sandy coastal margins and seaward faces of the coastal escarpments or ridgelines.
- (3) Encourage protection of stands of indigenous bush and restoration and enhancement planting of indigenous trees, shrubs and other plants along the coastal escarpments and ridgelines.
- (4) Recognise the wild, scenic, and remote values of the Tasman Coast.

H19.5.9. Rural – Rural Coastal Zone Manukau Harbour coastal area

H19.5.9.1. Area description

This area encompasses the harbour fringe from Wattle Bay at the harbour entrance to the Whangamaire Stream arm of the Pāhurehure Inlet west of Hingaia.

This coastal margin is physically diverse with a wide variety of environments including beaches, headlands, cliffs and estuaries. It is characterised by low-lying rural flatlands, low terraces and rolling topography deeply indented by the Waiuku and Taihiki rivers and various estuarine creeks and inlets.

The Waiuku River is associated with low coastal cliffs and rural land sloping down to a mangrove-lined estuary.

There are larger holdings on the eastern Āwhitu coastline than along the southern Manukau coast, with a predominance of pastoral farming activities. Overall in this location there is a relative absence of dwellings in proximity to much of the coastline. The character of the area is based on agricultural land uses and absence of built development rather than the presence of indigenous vegetation. The area also has important cultural significance.

The coastal area forms part of the wider Franklin lowlands with highly productive soils, pastoral and horticultural land uses and an intensive pattern of land subdivision into small rural sites.

H19.5.9.2. Objectives

- (1) The rural and coastal character and visual amenity values are maintained.
- (2) Activities in the area are managed to protect the ecological values of the Manukau Harbour, particularly identified wader bird habits and the visual and landscape interconnections between land and sea.
- (3) Identified special character areas as set out in Policy H19.5.9.3(3) are protected from inappropriate subdivision, use and development.
- (4) The quality and quantity of coastal and riparian vegetation in the coastal area are improved.

H19.5.9.3. Policies

- (1) Recognise the significance of the coastal margin setback in maintaining the natural character of the coastal edge and contributing to the visual amenity values, as well as providing a natural buffer to coastal erosion and flooding.
- (2) Require dwellings and other significant built development to locate outside the coastal margin setback.
- (3) Recognise the following areas which are identified as being of special character in the Rural – Rural Coastal Zone Manukau Harbour coastal area:
 - (a) Clarks Beach to Seagrove and Ellets Beach;
 - (b) Pollok Spit;
 - (c) Āwhitu Regional Park and Environs;
 - (d) Waipipi Creek Roosts;
 - (e) The Western Needles Promontory;
 - (f) Kelly's Landing Headland;
 - (g) Dickey's Landing Headland;
 - (h) Kauri Road Headland;
 - (i) Andrew Pye Road Headland;

- (j) Mako Point Headland; and
 - (k) headland between Wattle Bay and Ōrua Bay.
- (4) Protect the special character areas listed in Policy H19.5.9.3(3) by:
- (a) controlling the location, scale and density of built development;
 - (b) having vegetation cover and production land uses that are appropriate to the area having regard to its use by wader birds; and
 - (c) restricting access in identified wader bird areas.
- (5) Avoid activities and development of a type or scale or location that adversely affects the public use and enjoyment of the Āwhitu Regional Park for:
- (a) active and passive recreation, both on land and in the adjoining coastal marine area;
 - (b) appreciation of open space, scenic and natural landscape values; and
 - (c) farmland management.
- (6) Require enhancement of the coastal edge and riparian margins as part of any development for rural lifestyle purposes or non-residential activities.

H19.5.10. Rural – Rural Coastal Zone Tāmaki Firth coastal area

H19.5.10.1. Area description

This area encompasses rural coastal land from Maraetai south-east to the regional boundary south of Matingarahi on the Firth of Thames.

It is a mixture of flat land around the lower reaches of the Wairoa River and at Kawakawa Bay, Ōrere Point and Waimangu Point, separated by rolling to steep hill country. This coastal area is predominantly pastoral land but backs onto steep forest-covered hill country in the north and the Hunua Ranges in the south. Pastoral farming is predominant, interspersed with local areas of indigenous vegetation.

The coastline is characterised by a rocky shoreline of small coves and headlands, cliffs, wider sandy beaches, prominent headlands, shallow beaches, separated by rolling land, which gives way to shallow gravel beaches in the south. The southern part of this coastal area acts as the entry to coastal Firth of Thames and provides a significant bird habitat and many natural features.

H19.5.10.2. Objectives

- (1) The rural and coastal character and amenity values are maintained.
- (2) The scenic values associated with the Pōhutukawa Coast coastal environment are maintained.

H19.5.10.3. Policies

- (1) Enable rural production activities for their economic and social contribution and for their role in retaining the rural and coastal character of this area.
- (2) Avoid locating dwellings and other significant buildings on prominent headlands and ridgelines and the construction of visually prominent accessways up or across visually significant slopes.
- (3) Manage the location, type and scale of non-rural production activities along the Pōhutukawa Coast Highway to ensure that the rural character and scenic values are maintained.
- (4) Avoid activities and development of a type or scale or location that adversely affect public use and enjoyment of regional parks and other public open space, unless those effects arise from the provision of facilities for:
 - (a) active and passive recreation, both on land and in the adjoining coastal marine area;
 - (b) appreciation of open space, scenic and natural landscape values;
 - (c) centres for biodiversity management and enhancement; or
 - (d) farmland management.
- (5) Recognise and support the high recreational values of the area, particularly accessibility to and use of the coastal marine area by enabling the efficient operation of existing public boat launching facilities and the establishment of new public facilities in appropriate locations.

H19.6 Rural – Rural Conservation Zone

H19.6.1. Zone description

This zone comprises biophysically distinctive areas in rural Auckland. The zone has important natural values requiring maintenance and protection. They are largely in private ownership and are used for a range of purposes including residential, low-impact recreational activities, conservation and open space.

Most areas have significant indigenous vegetation cover, are important wildlife habitats or contain important natural features such as dune lakes. Most have been identified as Significant Ecological Areas, Outstanding Landscapes, Outstanding Natural Character and High Natural Character overlays in the Plan.

The purpose of this zone is to adopt a conservative approach to new subdivision, use and development so that the natural values of the zone are maintained and protected while enabling established rural and residential activities to continue.

H19.6.2. Objectives

- (1) The natural character, landscape, and distinctive environmental values of the zone are recognised and protected.
- (2) The zone's values are maintained and where appropriate enhanced.

PC 20 (See modifications)

PC 20 (See modifications)

PC 20 (See modifications)

- (3) Existing rural and residential activities are provided for but further development in the zone is limited to that which maintains and where appropriate enhances the values of the zone.
- (4) Buildings and structures are unobtrusive within the natural landscape.

H19.6.3. Policies

- (1) Protect the natural character and landscape from significant change or modification, particularly visually intrusive buildings, structures and roads.
- (2) Manage adverse effects of buildings and structures by:
 - (a) requiring buildings and structures to be of a design, form, scale, density and location that is in keeping with the landscape; and
 - (b) avoiding buildings and structures on ridgelines.

PC 20 (See modifications)

- (3) Enable the continued use of established rural and residential activities and provide for new activities only where adverse effects are avoided or mitigated.
- (4) Maintain and enhance water quality and quantity by:
 - (a) avoiding new primary production activities or the expansion of existing activities where they will accelerate water abstraction from lakes;
 - (b) avoiding intensive farming, cleanfills, and rural industries and services that generate contaminant discharges to land or water and increase existing levels of diffuse nutrient input into lakes;
 - (c) minimising land disturbances, landform modification and the removal of indigenous vegetation; or
 - (d) avoiding the introduction of exotic species which may undermine the ecological integrity of native terrestrial or aquatic habitats.
- (5) Protect, maintain and enhance habitats, high-value natural areas and unique features present within the zone through controls on earthworks, vegetation removal, grazing, wetland modification and limitations on activities and subdivision.
- (6) Recognise the high ecological value of the dune lakes and their habitats by avoiding activities that disturb wildlife during breeding or nesting seasons.

H19.7 Rural – Countryside Living Zone

H19.7.1. Zone description

This zone provides for rural lifestyle living in identified areas of rural land which are generally closer to urban Auckland or rural and coastal towns. There is a diversity of topography, land quality and landscape character within the zone which results in a diversity of site sizes. The zone is the receiver area for transferable rural site subdivision from other zones.

PC 20 (See modifications)

This zone incorporates a range of rural lifestyle developments, characterised as low-density residential development on rural land. These rural lifestyle sites include scattered rural residential sites, farmlets and horticultural sites, residential bush sites and papakāinga.

Some parts of the zone reflect historical subdivision patterns, while other areas were established on rural land that did not have significant rural production values, and was often associated with steep topography and poor soils. Bush lots enabled the protection of indigenous vegetation cover as part of the subdivision process.

H19.7.2. Objectives

- (1) Land is used for rural lifestyle living as well as small-scale rural production.
- (2) The rural character, amenity values, water quality, ecological quality, historic heritage values and the efficient provision of infrastructure is maintained and enhanced in subdivision design and development.
- (3) Development in the zone does not compromise the ability of adjacent zones to be effectively and efficiently used for appropriate activities.
- (4) The type and nature of land-use activities provided for are restricted to those appropriate for the typically smaller site sizes.
- (5) Subdivision, use and development is compatible with infrastructure and any existing infrastructure is protected from reverse sensitivity effects.

H19.7.3. Policies

- (1) Locate and design subdivision and development to maintain and enhance rural character and amenity values and avoid an urban form and character by:
 - (a) designing subdivision and development (including accessways, services, utilities and building platforms) to be in keeping with the topography and characteristics of the land;
 - (b) minimising earthworks and vegetation clearance for accessways, utilities and building platforms;
 - (c) avoiding locating accessways, services, utilities and building platforms where they will result in adverse effects on water quality, wetlands, riparian margins, historic heritage sites or scheduled sites and places of value or significance to Mana Whenua. Where avoidance is not possible,

mitigation measures must be proposed so that any adverse effects are minor;

- (d) identifying opportunities for environmental enhancement of existing areas of native vegetation, wetland areas, riparian margins or the coastal edge;
 - (e) encourage landscape planting that reinforces local vegetation patterns;
and
 - (f) identifying and where appropriate, requiring, the provision of walkway, cycleway and bridle path networks.
- (2) Prevent subdivision, use and development from compromising the safe and efficient operation of existing mineral extraction activities, rural production activities, existing infrastructure or industry in adjacent zones.
 - (3) Avoid or mitigate adverse effects in relation to reverse sensitivity and rural character and amenity by restricting the range of land-use activities in the zone.
 - (4) Discourage activities that will result in adverse effects such as noise, dust, traffic volumes, odour, visual effects and effects on health, safety and cultural values and significantly reduce the rural character and amenity values of the zone.
 - (5) Acknowledge that the rural character and amenity values associated with this zone reflect its predominant use for rural lifestyle living rather than for rural production activities.

H19.8 Activity table

Tables H19.8.1 and H19.8.2 specify the activity status of land use and development activities pursuant to section 9(2) and 9(3) of the Resource Management Act and subdivision pursuant to section 11 the Resource Management Act 1991.

The activity status of the activities in the table below also applies to new buildings including accessory buildings that will accommodate or are needed to facilitate the activity unless otherwise specifically provided for in the table.

Resource Management (National Environmental Standards for Plantation Forestry) Regulations 2017

If any activity listed in rules (including standards) H19.8.1 to H19.10.16 is regulated by the Resource Management (National Environmental Standard for Plantation Forestry) Regulations 2017 (“NESPF”) then the NESPF applies and prevails.

However, the NESPF allows the plan to include more restrictive rules in relation to one or more of the following:

- Significant Ecological Areas Overlay;
- Water Supply Management Areas Overlay;
- Outstanding Natural Character Overlay;
- High Natural Character Overlay;

- Outstanding Natural Landscapes Overlay;
- Outstanding Natural Features Overlay; or
- activities generating sediment that impact the coastal environment.

Where there is a rule in the plan that relates to any of the matters listed above then the plan rule will apply. In the event that there is any conflict between the rules in the plan and the NESPF in relation to any of the above, the most restrictive rule will prevail.

If the NESPF does not regulate an activity then the plan rules apply.

Resource Management (National Environmental Standards for Freshwater) Regulations 2020

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 ('Freshwater NES') came into force on 3 September 2020. Currently, there may be duplication or conflict between specific plan rules and the Freshwater NES.

If an activity provided for in rules H19.8.1 to H19.13, including any associated matters of discretion, is also regulated by the Freshwater NES, where there is conflict then the most restrictive provision will prevail.

If the Freshwater NES regulations do not apply to an activity, then the plan rules apply.

Duplication or conflict between plan rules and the Freshwater NES will be addressed in the plan as soon as practicable.

Table H19.8.1 Activity Table – use and development [rp/dp]

		Rural Conservation Zone	Countryside Living Zone	Rural Coastal Zone	Mixed Rural Zone	Rural Production Zone
Use						
	[insert text]					
Rural						
(A1)	Farming	P	P	P	P	P
(A2)	Post-harvest facilities	NC	NC	RD	RD	RD
(A3)	Rural airstrips	P	P	P	P	P
(A4)	Greenhouses	RD	RD	P	P	P
(A5)	Intensive farming	NC	NC	P	P	P
(A6)	Intensive poultry farming that complies with Standard H19.10.1(3)	NC	NC	P	P	P
(A7)	Intensive poultry farming that does not comply with Standard H19.10.1(3)	NC	NC	D	D	D

PC 20 (See modifications)

H19 Rural zones

		Rural Conservation Zone	Countryside Living Zone	Rural Coastal Zone	Mixed Rural Zone	Rural Production Zone
(A8)	Free-range poultry farming that complies with Standard H19.10.6(1)	P	RD	P	P	P
(A9)	Free-range poultry farming that does not comply with Standard H19.10.6(1)	D	D	D	D	D
(A10)	Mustelid farming	Pr	Pr	Pr	Pr	Pr
(A11)	Disposal of non-residential waste or composting that complies with Standard H19.10.1(1) and (2)	P	P	P	P	P
(A12)	Disposal of non-residential waste or composting that does not comply with Standard H19.10.1(1) and (2)	D	D	D	D	D
(A13)	Forestry	P	D	P	P	P
(A14)	Forestry that does not comply with Standard H19.10.7.	D	D	D	D	D
(A15)	Conservation planting	P	P	P	P	P
(A16)	Rural commercial services	D	D	RD	RD	RD
(A17)	Animal breeding or boarding that complies with Standard H19.10.8.	D	NC	P	P	P
(A18)	Animal breeding or boarding that does not comply with Standard H19.10.8.	D	NC	D	D	D
(A19)	Produce sales	P	P	P	P	P
(A20)	Produce sales that do not comply with Standard H19.10.9.	D	D	D	D	D
(A21)	Rural industries	NC	NC	RD	RD	RD
(A22)	On-site primary produce manufacturing	D	D	P	P	P

H19 Rural zones

		Rural Conservation Zone	Countryside Living Zone	Rural Coastal Zone	Mixed Rural Zone	Rural Production Zone
(A23)	Equestrian centres	NC	D	RD	RD	RD
(A24)	Quarries – farm or forestry	P	P	P	P	P
(A25)	Quarries – farm or forestry that does not comply with Standard H19.10.15.	D	D	D	D	D
Accommodation						
(A26)	Dwellings	Refer to Activity Table H19.8.2.				
(A27)	Minor dwellings	RD	RD	RD	RD	RD
(A28)	Minor dwellings that do not comply with Standard H19.10.11.	NC	NC	NC	NC	NC
(A29)	Workers' accommodation	NC	NC	RD	RD	RD
(A30)	Workers' accommodation that does not comply with Standard H19.10.12.	NC	NC	NC	NC	NC
(A31)	Home occupations	P	P	P	P	P
(A32)	Home occupations that do not comply with Standard H19.10.13.	NC	NC	NC	NC	NC
(A33)	Camping grounds	RD	NC	RD	RD	RD
(A34)	Visitor accommodation	NC	D	D	RD	D
Commerce						
(A35)	Restaurants and cafes accessory to farming carried out on the same site	NC	NC	RD	RD	RD
(A36)	Restaurants and cafes not otherwise provided for	NC	NC	NC	D	D
(A37)	Garden centres	NC	D	D	RD	D
(A38)	Markets	NC	D	D	P	P
(A39)	Markets that do not comply with Standard H19.10.14.	NC	D	D	D	D

H19 Rural zones

		Rural Conservation Zone	Countryside Living Zone	Rural Coastal Zone	Mixed Rural Zone	Rural Production Zone
(A40)	Storage and lock-up facilities	NC	NC	NC	D	D
(A41)	Show homes	D	D	D	D	D
(A42)	Veterinary clinics	NC	RD	RD	RD	RD
(A43)	Rural tourist and visitor activities	D	D	D	D	D
Community						
(A44)	Care centres for up to 10 people	P	P	P	P	P
(A45)	Care centres for more than 10 people	NC	RD	RD	RD	RD
(A46)	Community facilities	NC	D	D	D	D
(A47)	Healthcare facilities	NC	D	D	D	D
(A48)	Education facilities	NC	D	D	D	D
(A49)	Information facilities	P	P	P	P	P
(A50)	Artworks	P	P	P	P	P
(A51)	Informal recreation	P	P	P	P	P
(A52)	Organised sport and recreation	NC	D	RD	RD	RD
(A53)	Emergency services	RD	RD	RD	RD	RD
(A54)	Clubrooms	RD	RD	RD	RD	RD
Mana Whenua						
(A55)	Urupā	D	D	D	D	D
(A56)	Marae	D	D	D	D	D
(A57)	Customary use	P	P	P	P	P
Development						
(A58)	Demolition of buildings	P	P	P	P	P
(A59)	Additions and alterations to existing buildings	P	P	P	P	P
(A59A)	Rainwater tank	P	P	P	P	P
Mineral activities						
(A60)	Mineral extraction activities	NC	NC	NC	D	D
(A61)	Mineral prospecting	P	P	P	P	P

H19 Rural zones

		Rural Conservation Zone	Countryside Living Zone	Rural Coastal Zone	Mixed Rural Zone	Rural Production Zone
(A62)	Mineral prospecting that does not comply with Standard H19.10.16.	D	D	D	D	D
(A63)	Mineral exploration	P	P	P	P	P
(A64)	Mineral exploration that does not comply with Standard H19.10.16.	D	D	D	D	D
Cleanfill, managed fill and landfill						
(A65)	Cleanfill	NC	NC	D	D	D
(A66)	Managed fill	NC	NC	D	D	D
(A67)	Landfill	NC	NC	NC	NC	NC
Subdivision						
(A68)	The subdivision of a minor dwelling from the site on which the principal dwelling is located	Pr	Pr	Pr	Pr	Pr
(A69)	The subdivision of workers' accommodation from the site on which the principal dwelling is located	Pr	Pr	Pr	Pr	Pr
Coastal						
(A70)	Navigational aids	P	P	P	P	P
(A71)	Boat launching facilities	D	D	D	D	D

Table H19.8.2 Activity table – number of dwellings and activity status in rural zones

Activity	Activity Status				
	Mixed Rural Zone and Rural Production Zone	Rural Conservation Zone and Countryside Living Zone	Rural Coastal Zone: Te Arai-Pakiri, East Coast area – Whangateau-Waiwera, West Coast area- Kaipara South Head and harbour, Muriwai-Te Henga coastal areas	Rural Coastal Zone: Tasman Coast area – Awhitu Peninsula, Manukau Harbour, and Tamaki-Firth coastal areas	
(A72)	One dwelling per site	P	P	RD	P

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(A73)	Two dwellings per site where the site is equal to or greater than 40ha and is less than 100ha	P	D	D	D
(A74)	Two dwellings per site where the site is less than 40ha	NC	NC	NC	NC
(A75)	Three dwellings per site where the site is equal to or greater than 100ha	P	D	D	D
(A76)	More than three dwellings per site where the site is equal to or greater than 100ha	D	D	D	D
(A77)	Three or more dwellings per site where the site is less than 100ha	NC	NC	NC	NC
(A78)	Dwellings not otherwise provided for, or any dwelling that does not comply with Standard H19.10.10	NC	NC	NC	NC

H19.9 Notification

- (1) Activities listed in Tables H19.8.1 and H19.8.2 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\(4\)](#).

H19.10 Standards

- (1) All activities listed in tables H19.8.1 and H19.8.2 must comply with standards in H19.10.1.
- (2) In addition, all activities in tables H19.8.1 and H19.8.2 must comply with the relevant applicable standards in H19.10.2. to H19.10.16.
- (3) Notwithstanding the above Rainwater tanks must comply with rainwater tank standard H19.10.17.

H19.10.1. General

- (1) Areas used for disposal of non-residential waste or composting must be located at least 100m from the boundary of adjoining sites in the Rural – Countryside Living Zone, Future Urban Zone and any residential zones.
- (2) Areas used for disposal of non-residential waste or composting adjoining all rural zones other than Rural – Countryside Living Zone, must be located at least 20m from the boundary of adjoining sites.
- (3) Pens or areas used for intensive farming (excluding poultry hatcheries), or any effluent disposal system, including any area on which effluent is being disposed of by way of spray irrigation, or any treatment plant or ponds, or any composting area, must be at located least:
 - (a) 250m from any dwelling located on any site other than the site on which the activity is carried out; and
 - (b) 100m from any boundary of the site on which the activity is located.

H19.10.2. Building height

Purpose: to manage the bulk and scale of buildings to ensure they are in keeping with rural landscape, character and amenity.

- (1) Dwellings and buildings accessory to dwellings – buildings must not exceed a height of 9m.
- (2) Other buildings – buildings must not exceed a height of 15m.

H19.10.3. Minimum yards setback requirement

Purpose: to ensure adequate and appropriate separation distance between buildings and site boundaries to minimise:

- adverse effects of buildings on the character and amenity values enjoyed by occupiers of adjoining properties;
- opportunities for reverse sensitivity effects to arise; and
- to ensure buildings are adequately setback from streams and the coastal edge to maintain water quality and provide protection from natural hazards.

- (1) Buildings and accessory buildings must comply with the minimum yard setback requirement as set out in Table H19.10.3.1.

Table H19.10.3.1 Minimum yards setback requirement

Yard	Minimum depth in each zone				
	Rural Conservation	Countryside Living	Rural Coastal	Mixed Rural	Rural Production
Front yard	10m	10m	10m	10m	10m
Front yard of sites adjoining arterial roads as shown on the planning map (unless otherwise specified)	20m	20m	20m	20m	20m
Side or rear yard for buildings other than dwellings and their accessory buildings (unless otherwise specified)	12m	12m	12m	12m	12m
Side or rear yard for dwellings and their accessory buildings within a Quarry Buffer Area Overlay	20m	20m	20m	20m	20m
Side or rear yard of the site for dwellings and their accessory buildings (unless otherwise specified)	12m	12m	12m	12m	12m
Riparian yard	20m from the edge of permanent and intermittent streams				
Lake yard	30m				
Coastal protection yard or as otherwise specified for the site in Appendix 6 Coastal protection yard	50m	40m	50m	50m	50m

H19.10.4. Buildings housing animals – minimum separation distance

Purpose: to ensure adequate and appropriate separation distance between buildings and site boundaries to minimise the:

- adverse effects of buildings on the character and amenity values enjoyed by occupiers of adjoining properties, and
- opportunities for reverse sensitivity effects to arise.

(1) Buildings for the primary purpose of housing animals must be located at least 12m from any site boundary.

H19.10.5. Size of buildings – intensive farming, intensive poultry farming, animal breeding or boarding, produce sales, and on-site primary produce manufacturing

(1) Buildings required for or accessory to the following activities must not exceed the following gross floor area:

(a) intensive farming, intensive poultry farming, animal breeding or boarding, produce sales: 200m²; or

(b) on-site primary produce manufacturing: 500m².

H19.10.6. Free-range poultry farming

- (1) Coops and associated hard stand areas for free-range poultry farming must be set back at least 20m from the nearest site boundary.

H19.10.7. Forestry

The following standards apply to forestry:

- (1) Forestry must be carried out at least 10m from any adjoining site boundary unless the landowner of the forest also owns or controls the adjoining site, or the adjoining site is an area identified in the Significant Ecological Areas Overlay or the adjoining site is already afforested;
- (2) Forestry must be carried out at least 5m from the bank of permanent stream, river, lake, wetland or coastal edge;
- (3) Forestry must be carried out at least 5m from an area identified in the Significant Ecological Areas Overlay; and,
- (4) Portable sawmills must be located on a site for no more than six months in any 12 month period. Where a portable sawmill has been located on a site for longer than six months in any 12 month period, the use of portable sawmills on the site will be considered as a rural industry and is subject to the activity status of the relevant zone.

H19.10.8. Animal breeding or boarding

The following standards apply to animal breeding or boarding:

- (1) Animal breeding or boarding must operate on a site with a minimum size of 2,000m² in the Rural – Rural Conservation Zone, Rural – Rural Production Zone, Rural – Mixed Rural Zone and Rural – Rural Coastal Zone;
- (2) No more than 20 cats may be bred or boarded at any one time;
- (3) No dogs may be bred or boarded at any time;
- (4) No more than 25 domestic pets, other than cats or dogs, may be bred or boarded at any one time; and,
- (5) Buildings or areas used for animal breeding or boarding must not be located less than 20m from the boundary of an adjoining site in a different ownership.

H19.10.9. Produce sales

The following standards apply to produce sales:

- (1) Produce sales must not be carried out on any part of the road reserve and the site must not have its vehicle access from a State Highway or motorway;
- (2) The area set aside on the site for displaying and produce sales must not exceed:

- (a) 30m² per site where the site is not located in the Rural – Countryside Living Zone; or
- (b) 15m² per site in the Rural – Countryside Living Zone;
- (3) The type of produce offered for sale on the site must be confined to the following:
 - (a) fruit, vegetables, plants, eggs, flowers, honey, dairy products, meat, wine, juices;
 - (b) produce or products from on-site primary produce manufacturing; or
 - (c) handcrafts made on the site;
- (4) Produce that is not grown or produced on the site or on a site owned by the same landholder must not be sold or offered for sale; and,
- (5) The area set aside for produce sale (comprising any land, buildings, parts of a building, tables, tractors, barrows, platforms, boxes or any other structure or vehicle used for that purpose), must not exceed 100m² of the site area.

H19.10.10. Dwellings

- (1) The site of the proposed dwelling must not be located on a closed road or road severance allotment.

H19.10.11. Minor dwelling

The following standards apply to minor dwellings:

- (1) There must be no more than one minor dwelling per site;
- (2) The building must comply with the relevant yards setback requirement and height standards for buildings in the zone as set out in standards H19.10.2 and H19.10.3;
- (3) The proposed minor dwelling must be located on a site greater than 1ha;
- (4) The proposed minor dwelling must have a floor area less than 65m² excluding decks and garaging; and,
- (5) The minor dwelling must share the same driveway access as the principal dwelling.

H19.10.12. Workers' accommodation

The following standards apply to workers' accommodation

- (1) Workers' accommodation must comply with all of the following:
 - (a) no more than one workers' accommodation building per site;
 - (b) comply with all the relevant yards setback requirement, and height standards for buildings in the applicable zone as set out in standards H19.10.2 and H19.10.3;

- (c) be located on a site equal to or greater than 5ha and less than 40ha;
- (d) have a floor area equal to or less than 120m² excluding decks and garaging. The floor area may include a dormitory or equivalent;
- (e) only have a single kitchen facility; and
- (f) may accommodate a number of seasonal workers.

H19.10.13. Home occupations

The following standards apply to home occupations:

- (1) At least one person engaged in the home occupation must use the dwelling on the site as their principal place of residence;
- (2) No more than two people who do not use the dwelling as their principal place of residence may work in the home occupation, and no more than 10 guests may be accommodated within an existing dwelling;
- (3) Except for homestay accommodation, customers and deliveries must not arrive before 7am or after 7pm daily;
- (4) Vehicle movements to and from the home occupation activity must not exceed 20 per day;
- (5) Heavy vehicle trips must not exceed two per week;
- (6) No more than one commercial vehicle associated with the home occupation may be on site at any one time;
- (7) [Deleted]
- (8) Storage for rubbish and recycling must be provided on site and screened from public view;
- (9) Materials or goods manufactured, serviced or repaired as part of the home occupation activity must be stored within a building on the same site; and,
- (10) Goods sold from the home occupation site must comply with the Standard H19.10.9 Produce sales.

H19.10.14. Markets

- (1) Markets must comply with all of the following:
 - (a) must not operate on a site of less than 1ha;
 - (b) must not be located on a rear site;
 - (c) must be limited to the sale of food and beverages, agricultural or horticultural produce, or handcrafts; and
 - (d) must operate between 7am and 7pm daily.

H19.10.15. Quarries - farm or forestry

- (1) Quarries - farm or forestry must not be located closer than:
 - (a) 50m from the edge of a lake, river or stream;
 - (b) 50m from the edge of or a wetland larger than 1,000m²;
 - (c) 100m either side of a foredune; or
 - (d) 100m landward of the coastal marine area.

H19.10.16. Mineral prospecting and mineral exploration

- (1) Mineral prospecting and mineral exploration must comply with all of the following:
 - (a) must not involve blasting; and,
 - (b) must not be undertaken outside the hours of 7am to 10pm on any day.

H19.10.17. Rainwater tanks

- (1) Rainwater tanks must not be located:
 - (a) in a riparian, lakeside or coastal protection yard unless less than 1 m in height or wholly below ground level;
 - (b) in a front yard unless they are at least 1.5m from the front boundary and are a maximum height of 1 m.
- (2) Rainwater tanks must not be located on or outflow across an existing effluent dispersal area.
- (3) Any overflow from the rainwater tank must discharge to the existing authorised stormwater system for the site.
- (4) Rainwater tanks located in the Rural Coastal zone must be finished in a recessive colour in a natural colour range (green, brown, grey) unless wholly below ground level or fully screened by vegetation.

Note: If there is a new stormwater discharge or diversion created Chapter E8.6.2.1 and Building Act requirements must be complied with.

Note: Building Act regulations apply. A building consent may be required under the Building Act.

H19.11 Assessment – controlled activities

H19.11.1. Matters of Control

There are no controlled activities in this section.

H19.11.2. Assessment Criteria

There are no controlled activities in this section.

H19.12 Assessment – restricted discretionary activities

H19.12.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application:

- (1) all restricted discretionary activities and their buildings (including accessory buildings):
 - (a) effects on rural character and amenity values of the neighbourhood;
 - (b) effects of noise on the amenity values of the neighbourhood;
 - (c) effects of traffic volume on the safety of and convenience of other road users;
 - (d) effects of stormwater management;
 - (e) effects on land containing elite soil or prime soil for rural production activities; and
 - (f) effects on areas identified in the Outstanding Natural Landscapes, Outstanding Natural Character and High Natural Character Areas overlays.
- (2) one dwelling per site and accessory buildings in the Rural Coastal Zone – Te Arai-Pakiri, Whangateau to Waiwera, Kaipara South Head and harbour to Muriwai-Te Henga coastal areas:
 - (a) matters for all restricted discretionary activities;
 - (b) the effects of the site layout and building design on the rural coastal character of the area and the amenity values of surrounding properties; and,
 - (c) the effects of the development including any landform modification on the landscape values of the neighbourhood the effect on areas identified in the Outstanding Natural Landscapes, Outstanding Natural Character and High Natural Character areas overlays.
- (3) minor dwellings:
 - (a) matters for all restricted discretionary activities;
 - (b) effects of building siting and access on landscape, rural character and amenity values;
 - (c) the cumulative effects of additional development on the site;
 - (d) the adequacy of access to the dwelling; and
 - (e) proximity to the principal dwelling on the site.
- (4) workers' accommodation:

- (a) matters for all restricted discretionary activities;
 - (b) the effects of building siting, and access on landscape and rural character;
and
 - (c) the cumulative effects of additional development on the site.
- (5) infringement of Standard H19.10.2 Building height:
- (a) the effects on rural character; and
 - (b) impacts on dwellings on adjoining sites.
- (6) infringement of Standard H19.10.4 Buildings housing animals – minimum separation distance:
- (a) the effects on rural character;
 - (b) impacts on dwellings on adjoining sites; and
 - (c) natural hazards.

H19.12.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) all restricted discretionary activity and their accessory buildings:
 - (a) whether the design and location of the buildings, and site landscaping, avoid, remedy, or mitigate the adverse visual effects of the buildings and related site works on rural and rural coastal character and amenity values including where the proposal is within or adjacent to any Outstanding Natural Landscape, Outstanding Natural Character and High Natural Character areas. The following are relevant:
 - (i) building bulk;
 - (ii) glare or reflections off the exterior cladding;
 - (iii) landform modification needed for building platforms;
 - (iv) screening from neighbouring sites;
 - (v) views of the buildings from any public road or open space used for recreation, including any beach, coastal marine area, coastline, or regional park; and
 - (vi) related signage.
 - (b) whether noise from fans, ventilators, heaters, or other machines, or from on-site activities can be adequately mitigated;

- (c) whether the design and location of the buildings, and the associated traffic avoid, remedy or mitigate adverse effects on the road network or traffic safety;
 - (d) whether the control, treatment, storage, or disposal of stormwater can be adequately managed;
 - (e) if the site contains elite soils whether the proposed buildings, structures, or site development prevent or compromise its availability or use for activities that directly rely on it;
 - (f) if the site contains prime soils, whether the proposed buildings, structures, or site development can be relocated so as not prevent or compromise its availability or use for activities that directly rely on it; and
 - (g) for fire stations, the extent to which functional requirements and the benefits that having the emergency services in the location are to be taken into account.
- (2) one dwelling per site and its accessory buildings in the Rural Coastal Zone – Te Arai-Pakiri, Whangateau to Waiwera, Kaipara South Head and harbour to Muriwai-Te Heunga coastal areas:
- (a) whether all buildings are sited and designed so they do not visually intrude on any significant ridgeline or skyline or adversely affect landscape values when viewed from any road or other public land including any beach, the sea or regional park;
 - (b) whether building finishes including colours and materials complement the rural and rural coastal character of the surrounding environment. This criterion would be satisfied if the exterior finish of the building or structure has a reflectance value of, or less than, 30 per cent as defined within the BS5252 standard colour palette;
 - (c) whether the siting of buildings and accessory buildings contribute to the rural and rural coastal character of the surrounding environment by responding to natural landforms, landscape features, including where the proposal is within or adjacent to any Outstanding Natural Landscape, Outstanding Natural Character and High Natural Character overlays;
 - (d) whether the development requires extensive landform modification; and
 - (e) whether existing trees and bush that make a significant contribution to the visual and environmental qualities of the site are retained to the fullest extent practicable.
- (3) minor dwellings and their accessory buildings:
- (a) whether the design and location of the buildings, access and site works avoid, remedy, or mitigate the adverse visual effects on rural and rural

coastal character and amenity values including where the proposal is within or adjacent to any Outstanding Natural Landscape, Outstanding Natural Character and High Natural Character overlays including:

- (i) building bulk;
- (ii) glare or reflections off the exterior cladding;
- (iii) landform modification needed for building platforms;
- (iv) screening from neighbouring sites; and
- (v) the cumulative effects of built development on the site.

(b) whether the minor dwelling is in close proximity to the principal dwelling so that the inhabitants remain close to one another and the buildings are not dispersed over a rural site.

(4) workers' accommodation:

(a) whether the design and location of the buildings, access and site works avoid, remedy, or mitigate the adverse visual effects on rural and rural coastal character and amenity values including where the proposal is within or adjacent to any Outstanding Natural Landscape, Outstanding Natural Character and High Natural Character overlays including:

- (i) building bulk;
- (ii) glare or reflections off the exterior cladding;
- (iii) landform modification needed for building platforms;
- (iv) screening from neighbouring sites; and
- (v) the cumulative effects of built development on the site.

(b) whether the applicant can demonstrate that a separate dwelling is required on the site for the purpose of accommodating workers engaged on the site or in the surrounding rural area and that it would be impracticable to provide the accommodation as a permitted buildings such as a sleep-out, existing minor dwelling or an extension to an existing dwelling on the site.

(5) infringement of Standard H19.10.2 Building height:

- (a) whether the proposed height and scale of the building adversely affect the rural character of a site;
- (b) whether the proposed height and location of buildings adversely affect the visual character of adjacent sites; and
- (c) whether the proposed height and scale of the building adversely affect amenity values of neighbouring sites by reducing privacy or sunlight access.

- (6) infringement of Standard H19.10.4 Buildings housing animals – minimum separation distance:
- (a) whether the proposed height and scale of the building adversely affects the rural character of a site;
 - (b) whether the proposed height and location of buildings adversely affects the visual character of adjacent sites;
 - (c) whether the proposed height and scale of the building adversely affect amenity values of neighbouring sites by reducing privacy or sunlight access; and
 - (d) whether the proposed building exacerbates or creates a natural hazard or nuisance for neighbouring properties.

H19.13 Special information requirements

There are no special information requirements in this section.

APPENDIX FOUR
SUBMISSIONS AND FURTHER SUBMISSION



10th March 2022

Attention: Planning Technician
Auckland Council
Level 24
135 Albert Street
Private Bag 92300
Auckland 1142

By email unitaryplan@aucklandcouncil.govt.nz

Dear Sir or Madam,

SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA

PROPOSED PLAN CHANGE 70 (PRIVATE): 751 & 787 KAIPARA COAST HIGHWAY, KAUKAPAKAPA

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. **This is a submission on the following proposed private change to the Auckland Unitary Plan (Operative in Part) (the proposal):**
2. Proposed Plan Change 70 (Private) (PPC 70) 751 & 787 Kaipara Coast Highway, Kaukapakapa is a proposal that seeks to rezone 5.6432 hectares of land at 751 and 787 Kaipara Coast Highway, Kaukapakapa from Rural – Countryside Living to Residential – Rural and Coastal Settlement. The request also seeks to remove the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living from 751 and 787 Kaipara Coast Highway, Kaukapakapa.
3. **Heritage New Zealand could not gain an advantage in trade competition through this submission.**
 - Heritage New Zealand is an autonomous Crown Entity with statutory responsibilities under the Heritage New Zealand Pouhere Taonga Act 2014 for the identification, protection, preservation and conservation of New Zealand’s historical and cultural heritage.
4. **The specific provisions of the proposal that Heritage New Zealand’s submission relates to are:**
 - The proposed plan change as a whole.
5. **Heritage New Zealand’s submission is:**
 - That additional information is required to be provided prior to decision making to inform the nature of the subdivision layout shown in PPC 70 to ensure the mitigation of potential adverse effects on historic heritage.

6. The reasons for Heritage New Zealand's position are as follows:

Built heritage and Archaeology

6.1 HNZPT is supportive that an archaeological assessment¹ has been undertaken for PPC 70.

With regard the land that is the subject of the proposed subdivision layout at 787 Kaipara Coast Highway, HNZPT considers that the land has been suitably assessed. A field survey has been undertaken and no archaeology was exposed during the subdivision works on land to the north of the area. Therefore, HNZPT considers that a HNZPT archaeological authority is not required for this portion of PPC 70.

HNZPT also supports the recognition within the same assessment² of the need to undertake a heritage assessment of the villa at 751 Kaipara Coast Highway. However, HNZPT considers that this part of the PPC 70 project area requires this assessment now, **prior** to decision making, to be undertaken by a suitably qualified built heritage specialist / conservation architect and archaeologist to establish the age of the villa, its heritage values and confirm that it is not an archaeological site. HNZPT are aware that the land was owned by the Drinnan family from 1864. As early settlers the Drinnan Family will have contributed to the history of Kaukapakapa following 19th century settlement, therefore there is a wider contextual, historical, and cultural values that need assessment in relation to the villa, including the effects the re-zoning and the proposed subdivision layout may have on those values

The heritage assessment is required to establish the heritage values of the villa and its significance and confirm that the plan change can mitigate adverse effects on historic heritage as required. Potentially mitigation measures are required as part of the proposed subdivision layout of PPC 70, to maintain the heritage values of the villa and its setting. It may be that amendments are required to the proposed subdivision layout to accommodate such mitigations. Potentially such an assessment could also address a suitable subdivision plan for 751 Kaipara Coast Highway that maintains the heritage values and setting of the villa, which could become part of PPC 70. Other mitigation measures potentially could include boundary planting between 751 and 787 Kaipara Coast Highway.

If it is an archaeological site, HNZPT would expect to see advice relating to a requirement for an authority for any future work that would affect this site.

Cultural values

6.2 Heritage New Zealand supports mana whenua in the exercising of kaitiakitanga and therefore would have expected that consultation with mana whenua would have occurred prior to notification. While there may not be sites of significance mapped in the Unitary Plan for this project area, there is significant potential that there are cultural values related to the site that require recognition within the project area and any adverse effects of the subdivision should be mitigated. HNZPT would ask that consultation is undertaken with all parties that express an interest in the area as HNZPT are aware that there were competing claims, potentially

¹ Proposed Plan Change, 787 and 751 Kaipara Coast Highway: Archaeological Assessment, Prepared for Riverview Properties, May 2021, Clough & Associates

² Proposed Plan Change, 787 and 751 Kaipara Coast Highway: Archaeological Assessment, Prepared for Riverview Properties, May 2021, Clough & Associates, Pg.20


unmapped areas of cultural interest and cultural narratives within the wider area. This consultation is needed now to address and provide for any Māori cultural heritage values within the PPC 70 project area.

7. Heritage New Zealand seeks that prior to decision making that the following information is provided and used as appropriate to inform historic heritage mapping and mitigation measures within the scheme plan area:

- Accept the proposed plan change subject to any amendments required from the following assessments, which are to be made available prior to decision making on the plan change:
 - heritage assessment of the villa and its setting allocated at 751 Kaipara Coast Highway, by a suitably qualified built heritage specialist / conservation architect and archaeologist to establish the age of the villa, its heritage values and confirm that it is not an archaeological site. The assessment should also include any mitigation measures considered appropriate to the proposed subdivision layout, including a proposed subdivision layout for 751 Kaipara Coast Highway, to ensure the retention of the identified heritage values of the villa and its setting. 1.1
1.2
 - A cultural values assessment for the entire Plan Change project area and any appropriate amendments to the subdivision layout to address any Māori cultural heritage values identified. 1.3

8. Heritage New Zealand does wish to be heard in support of our submission.

Yours sincerely



Sherry Reynolds
Director Northern Region

Address for Service:
Bev Parslow
PO Box 105 291, Auckland
09 307 9920
BParslow@heritage.org.nz

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are: _____

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation | 2.1
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.



WAKA KOTAHI NZ TRANSPORT AGENCY SUBMISSION TO PRIVATE PLAN CHANGE 70 (PC70)

TO: Auckland Council
Private Bag 92300
AUCKLAND 1142

SUBMITTER: Waka Kotahi NZ Transport Agency
Private Bag 106602
Auckland City
AUCKLAND 1143

ATTENTION: Ashleigh Peti
Phone: 09 928 8762
Email: Ashleigh.Peti@nzta.govt.nz

Private Plan Change 70 (PC70) – 751 & 787 Kaipara Coast Highway, Kaukapakapa

This submission is related to Private Plan Change 70 (PC70), notified by Auckland Council on 27 January 2022 and is on behalf of Waka Kotahi NZ Transport Agency (Waka Kotahi).

Summary

Waka Kotahi is **opposed in part** to PC 70 which seeks to rezone land at 751 & 787 Kaipara Coast Highway, Kaukapakapa. In short, Waka Kotahi can only provide its support in part for the following reasons:

- **The proposal, in its current form, does not fully align with the Government Policy Statement on land transport 2021 (GPS) in regard to the strategic priorities;**
- **The proposal depends on existing pedestrian connections which aren't fully and safely established and, in particular, the link between South Avenue to the 128 bus service does not provide a safe option for pedestrians;**

- There are no existing pedestrian or cycle connections to the northern township where the local school, gas station etc are located. The proposal depends on prospective future pedestrian connections which we understand at this stage are either aspirational and/or yet to be finalised;
- There are no proposed measures to address reverse sensitivity, namely those relating to highway noise and associated effects on human health.

The Role of Waka Kotahi NZ Transport Agency

Waka Kotahi is a Crown entity with the sole powers of control for all purposes of all state highways and is also a significant investor in the local road network. The Transport Agency's objective, functions, powers and responsibilities are derived from the Land Transport Management Act 2003 (LTMA), and the Government Rooding Powers Act 1989 (GRPA). The statutory objective of Waka Kotahi is to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest¹.

Background

The subject site is comprised in two records of title legally described as Lot 1-2 Deposited Plan 523159 and Lot 36 Deposited Plan 523159 with a total land area of approximately 5.64ha.

The proposal seeks to:

- Rezone both lots described above from *Rural – Countryside Living* to *Residential – Rural and Coastal Settlement*;
- Remove the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living; and
- Enable additional residential development, further to what could be undertaken under the current zoning provision.

Waka Kotahi acknowledges the invitation to provide feedback on the proposal in September 2021. Between September and December 2021, we have communicated two matters of concern to the applicant - one of which we understand is actively being dealt with relating to reverse sensitivity, and the other being the limited provision for walking, cycling and public transport connectivity.

For clarity purposes, we are generally supportive of the intent of the plan change and subsequent subdivision outcomes as a way for meeting housing demands however, as we have previously highlighted to the applicant, we are concerned that the proposal does not adequately provide for walking, cycling and public

2.2

¹ LTMA Section 94

transport connectivity or address reverse sensitivity relating to highway noise and associated effects on human health. Therefore, Waka Kotahi cannot provide overall support to the proposal in its current form.

The Waka Kotahi Submission

Waka Kotahi has reviewed the documents associated with PC70 lodged with Auckland Council and cannot provide full support to the proposal as lodged. Waka Kotahi has a responsibility to deliver on the strategic outcomes set by the GPS and best maintain the integrity of the state highway network by ensuring safety and efficiency to all road users and in this context specifically, including those not travelling by private vehicle. By giving full support to the application, it is considered Waka Kotahi would not be exercising its role and duties.

The GPS sets out four strategic priorities, which are:

- Safety: Developing a transport system where no one is killed or seriously injured;
- **Better Travel Options: Providing people with better transport options to access social and economic opportunities;**
- Climate Change: Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access;
- Improving freight connections: Improving freight connections for economic development.

By way of addressing the above, Waka Kotahi seeks that the applicant consider implementing multi-modal options as part of PC70. Relief sought could include the likes of a pedestrian facility along State Highway 16 between McLennan Farm Lane and South Avenue (which would capture movements to the 128 bus service). Waka Kotahi is happy to work with the applicant on exploring such options.

By way of addressing the effects of state highway noise on human health, Waka Kotahi understands that the applicant has engaged an acoustic consultant to undertake an assessment to ascertain the noise effects that may be experienced by noise sensitive receivers. In an email dated 5 November 2021, we communicated to the applicant that:

“The best solution is if the developer modifies the existing bund as required to achieve a road traffic noise level less than 57 dB LAeq(24h) outside in all sections. The modifications to the bund could be determined in one of two ways:

1. *The developer engages an acoustics specialist to model noise from the road and over the site. The model would need to include a 3dB allowance for uncertainty; **OR***

2. *A conservative approach could be taken without modelling, by making the barrier at least 3m above the height of SH 16, and extending this perpendicular to SH16 and along the east and west edges of the subdivision. The 3m height could probably be achieved by the addition of a solid fence on top of the existing bund (where it exists).*
- *If this barrier is created, then the only additional controls would be:*
 - *To avoid vibration effects, buildings are to be set back at least 20m from the nearest traffic lane of SH 16 (currently it appears this space is entirely occupied by the bund and road reserve, so this requirement should not have any material impact);*
 - *Buildings should be single level (to avoid rooms overlooking the barrier). We note that the proposed zoning rules include a maximum building height of 8m.*
 - *If the point above about single level only dwellings is not desirable, we would have to investigate conditions for noise/ventilation controls in upper floors”.*

As of yet, Waka Kotahi have not received a copy of the acoustic assessment but is amenable to continuing to work with the applicant on this matter.

Decision Requested

Waka Kotahi seeks, for the reasons provided in this submission that Auckland Council do not accept PC70 in its current form unless relief is provided that:

- addresses provisions for walking, cycling and public transport connectivity; and
- demonstrates that the effects of state highway noise will not impact human health by way of the relief sought above.

Waka Kotahi **does** wish to be heard in support of this submission.

Waka Kotahi **does not** wish to present joint evidence.



Signed by Hannah Thompson

Principal Planner – Environmental Planning / Poutiaki Taiao

Under delegated authority for Waka Kotahi NZ Transport Agency

Date: 10 March 2022

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ashleigh Peti

Organisation name: Waka Kotahi NZ Transport Agency

Agent's full name: Ashleigh Peti

Email address: ashleigh.peti@nzta.govt.nz

Contact phone number: 099288762

Postal address:
Private Bag 106602
Auckland City
Auckland 1143

Submission details

This is a submission to:

Plan change number: Plan Change 70

Plan change name: PC 70 (Private): 751 and 787 Kaipara Coast Highway, Kaukapakapa

My submission relates to

Rule or rules:
Proposed rezoning and implications - please refer to attached submission.

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Please refer to attached submission.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Please refer to attached submission.

Submission date: 11 March 2022

Supporting documents
Waka Kotahi NZ Transport Agency Submission PC70_20220311115257.401.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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WAKA KOTAHI NZ TRANSPORT AGENCY SUBMISSION TO PRIVATE PLAN CHANGE 70 (PC70)

TO: Auckland Council
Private Bag 92300
AUCKLAND 1142

SUBMITTER: Waka Kotahi NZ Transport Agency
Private Bag 106602
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ATTENTION: Ashleigh Peti
Phone: 09 928 8762
Email: Ashleigh.Peti@nzta.govt.nz

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Summary

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- **The proposal depends on existing pedestrian connections which aren't fully and safely established and, in particular, the link between South Avenue to the 128 bus service does not provide a safe option for pedestrians;**

- There are no existing pedestrian or cycle connections to the northern township where the local school, gas station etc are located. The proposal depends on prospective future pedestrian connections which we understand at this stage are either aspirational and/or yet to be finalised;
- There are no proposed measures to address reverse sensitivity, namely those relating to highway noise and associated effects on human health.

The Role of Waka Kotahi NZ Transport Agency

Waka Kotahi is a Crown entity with the sole powers of control for all purposes of all state highways and is also a significant investor in the local road network. The Transport Agency's objective, functions, powers and responsibilities are derived from the Land Transport Management Act 2003 (LTMA), and the Government Rooding Powers Act 1989 (GRPA). The statutory objective of Waka Kotahi is to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest¹.

Background

The subject site is comprised in two records of title legally described as Lot 1-2 Deposited Plan 523159 and Lot 36 Deposited Plan 523159 with a total land area of approximately 5.64ha.

The proposal seeks to:

- Rezone both lots described above from *Rural – Countryside Living* to *Residential – Rural and Coastal Settlement*;
- Remove the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living; and
- Enable additional residential development, further to what could be undertaken under the current zoning provision.

Waka Kotahi acknowledges the invitation to provide feedback on the proposal in September 2021. Between September and December 2021, we have communicated two matters of concern to the applicant - one of which we understand is actively being dealt with relating to reverse sensitivity, and the other being the limited provision for walking, cycling and public transport connectivity.

For clarity purposes, we are generally supportive of the intent of the plan change and subsequent subdivision outcomes as a way for meeting housing demands however, as we have previously highlighted to the applicant, we are concerned that the proposal does not adequately provide for walking, cycling and public

¹ LTMA Section 94

transport connectivity or address reverse sensitivity relating to highway noise and associated effects on human health. Therefore, Waka Kotahi cannot provide overall support to the proposal in its current form.

The Waka Kotahi Submission

Waka Kotahi has reviewed the documents associated with PC70 lodged with Auckland Council and cannot provide full support to the proposal as lodged. Waka Kotahi has a responsibility to deliver on the strategic outcomes set by the GPS and best maintain the integrity of the state highway network by ensuring safety and efficiency to all road users and in this context specifically, including those not travelling by private vehicle. By giving full support to the application, it is considered Waka Kotahi would not be exercising its role and duties.

The GPS sets out four strategic priorities, which are:

- Safety: Developing a transport system where no one is killed or seriously injured;
- **Better Travel Options: Providing people with better transport options to access social and economic opportunities;**
- Climate Change: Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access;
- Improving freight connections: Improving freight connections for economic development.

By way of addressing the above, Waka Kotahi seeks that the applicant consider implementing multi-modal options as part of PC70. Relief sought could include the likes of a pedestrian facility along State Highway 16 between McLennan Farm Lane and South Avenue (which would capture movements to the 128 bus service). Waka Kotahi is happy to work with the applicant on exploring such options.

By way of addressing the effects of state highway noise on human health, Waka Kotahi understands that the applicant has engaged an acoustic consultant to undertake an assessment to ascertain the noise effects that may be experienced by noise sensitive receivers. In an email dated 5 November 2021, we communicated to the applicant that:

“The best solution is if the developer modifies the existing bund as required to achieve a road traffic noise level less than 57 dB LAeq(24h) outside in all sections. The modifications to the bund could be determined in one of two ways:

1. *The developer engages an acoustics specialist to model noise from the road and over the site. The model would need to include a 3dB allowance for uncertainty; **OR***

2. *A conservative approach could be taken without modelling, by making the barrier at least 3m above the height of SH 16, and extending this perpendicular to SH16 and along the east and west edges of the subdivision. The 3m height could probably be achieved by the addition of a solid fence on top of the existing bund (where it exists).*
- *If this barrier is created, then the only additional controls would be:*
 - *To avoid vibration effects, buildings are to be set back at least 20m from the nearest traffic lane of SH 16 (currently it appears this space is entirely occupied by the bund and road reserve, so this requirement should not have any material impact);*
 - *Buildings should be single level (to avoid rooms overlooking the barrier). We note that the proposed zoning rules include a maximum building height of 8m.*
 - *If the point above about single level only dwellings is not desirable, we would have to investigate conditions for noise/ventilation controls in upper floors”.*

As of yet, Waka Kotahi have not received a copy of the acoustic assessment but is amenable to continuing to work with the applicant on this matter.

Decision Requested

Waka Kotahi seeks, for the reasons provided in this submission that Auckland Council do not accept PC70 in its current form unless relief is provided that:

- addresses provisions for walking, cycling and public transport connectivity; and
- demonstrates that the effects of state highway noise will not impact human health by way of the relief sought above.

Waka Kotahi **does** wish to be heard in support of this submission.

Waka Kotahi **does not** wish to present joint evidence.



Signed by Hannah Thompson

Principal Planner – Environmental Planning / Poutiaki Taiao

Under delegated authority for Waka Kotahi NZ Transport Agency

Date: 10 March 2022

11 March 2022

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Proposed Private Plan Change 70 - 751 & 787 Kaipara Coast Highway

Please find attached Auckland Transport's submission on Proposed Private Plan Change 70 751 and 787 Kaipara Coast Highway proposed by Riverview Estates Limited.

If you have any queries in relation to this submission, please contact me at katherine.dorofaeff@at.govt.nz or on 09 447 4547.

Yours sincerely



Katherine Dorofaeff
Principal Planner, Land Use Policy and Planning North / West

cc:
Burnette O'Connor, The Planning Collective 2021 Ltd
by email Burnette@thepec.co.nz

Submission by Auckland Transport on Private Plan Change 70: 751 and 757 Kaipara Coast Highway, Kaukapakapa

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 70 from Riverview Estates Limited for land at 751 and 787 Kaipara Coast Highway, Kaukapakapa.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 Riverview Properties Limited (**the applicant**) is applying for a private plan change (**PC70 or the plan change**) to the Auckland Unitary Plan – Operative in Part (**AUP(OP)**) to rezone approximately 5.43 hectares of land at Kaukapakapa from Rural - Countryside Living to Residential - Rural and Coastal Settlement. PC70 also proposes to remove the Transferable Development Rights layer from the plan change area (**the site**).
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:
- a. The planning and funding of most public transport.
 - b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle).
 - c. Operating the roading network.
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Auckland Transport notes that Kaipara Coast Highway forms part of State Highway 16 (**SH16**), for which Waka Kotahi New Zealand Transport Agency is the Road Controlling Authority.
- 1.4 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Strategic context

- 2.1 The proposed rezoning provides for subdivision of the land into approximately 20 sites for residential development, with a minimum site size of 2500m². The location

¹ Local Government (Auckland Council) Act 2009, section 39.

is semi-rural in nature with limited provision for walking, cycling and public transport. Transport is expected to be predominantly by private car.

2.2 In evaluating accessibility for this proposal, the applicant's Request for Information (**RFI**) response relies on existing pedestrian footpaths along the eastern side of Awatiro Drive to provide pedestrian access between the site and the southern Kaukapakapa township². However, the pedestrian access from Awatiro Drive to South Avenue does not connect to a formed pedestrian network. Reliance is also placed on future pedestrian linkages along the Kaukapakapa River intended to provide connection between the northern and southern parts of Kaukapakapa. The Rodney West Local Paths (Greenways) Plan 2019 does include improved pedestrian connections between northern and southern Kaukapakapa. However, the plan is aspirational with timing and funding uncertain. It outlines the long-term greenways plan for Rodney West, with a view to outlining priority projects for funding and implementation over the coming years.

2.3 The applicant's RFI response concludes that the site has good accessibility to public transport due to the existing bus routes east of the plan change area³. Auckland Transport considers accessibility to public transport to be limited for the following reasons:

- the lack of safe pedestrian access to the bus stops given the absence of formed footpaths and pedestrian crossings, particularly on SH16. Pedestrian safety along SH16 is of particular concern given the higher traffic speeds and heavier vehicle types using that route.
- the 128 bus service between Helensville and Hibiscus Coast is not frequent. It is a weekday service running hourly between 5am and 8pm.
- none of the bus stops have shelters or seating.
- funding for the bus service relies on the Rodney targeted transport rate. The service has not achieved sufficient patronage to be included within Auckland Transport's regular funded services.

2.4 Due to the reliance on private car, and lack of good alternatives, subdivision and development in this location is unlikely to support reductions in greenhouse gases.

Regional Policy Statement

2.5 Section B2.6 of the Regional Policy Statement (**RPS**) in the AUP(OP) sets out the objectives and policies applying to growth and form in rural and coastal towns and villages such as Kaukapakapa. Policy B2.6.2(1) sets out requirements for the establishment of new or expansion of existing rural and coastal towns and villages. In the view of Auckland Transport, PC70 does not meet the requirements set out below in Policy B2.6.2(1)(b) and (g):

'(1) Require the establishment of new or expansion of existing rural and coastal towns and villages to be undertaken in a manner that does all of the following:

...

(b) incorporates adequate provision for infrastructure;

...

² p4/92, Response to Clause 23 Request for Further Information, applicant's response to Council request P2, September 2021

³ *ibid*

(g) provides access to the town or village through a range of transport options including walking and cycling.’

2.6 The plan change does not incorporate adequate provision for infrastructure because it does not provide access to the town or village through a range of transport options including walking and cycling. There are no separated walking or cycling facilities along the portion of SH16 adjacent to the plan change area. The pedestrian access from Awatiro Drive to South Avenue does not connect to a formed pedestrian network. The limited local services in Kaukapakapa South (a church, a vet and cattery, and a meat processing operation) do not have footpath access. Most local facilities (such as a primary school, retail and commercial services, community hall, children’s playground) are located in Kaukapakapa North further along SH16 and cannot be accessed from the site by formed footpaths or safe cycling facilities.

2.7 Section B3.3 of the RPS sets out the objectives and policies applying to transport. Policy B3.3.2(5) addresses approaches to improve the integration of land use and transport. Auckland Transport is not satisfied that (5)(b), which is set out below, is met:

‘(5) Improve the integration of land use and transport by:

...

(b) encouraging land use development and patterns that reduce the rate of growth in demand for private vehicle trips, especially during peak periods;

...’

2.8 Given the location of the proposal, and the poor access to walking, cycling, and public transport, development is likely to rely on private vehicle trips. It does not encourage land use development and patterns that promote use of walking, cycling and public transport.

2.9 The concerns expressed above are also supported by B2.3 of the RPS which sets out the objectives and policies relating to a quality built environment. Policy B2.3.2(1) and (2) contain criteria that relate to walking and cycling, and a range of travel options including reduced vehicle use, as follows:

‘(1) Manage the form and design of subdivision, use and development so that it does all of the following:

...

(b) contributes to the safety of the site, street and neighbourhood;

(c) develops street networks and block patterns that provide good access and enable a range of travel options;

(d) achieves a high level of amenity and safety for pedestrians and cyclists;

...

(2) Encourage subdivision, use and development to be designed to promote the health, safety and well-being of people and communities by all of the following:

...

(b) enabling walking, cycling and public transport and minimising vehicle movements; and

...’

Kaukapakapa Structure Plan

- 2.10 The Kaukapakapa Structure Plan adopted by the Rodney District Council in 2010 has been discussed in the applicant's Section 32 Assessment Report and is included in the supporting documents. This is a non-statutory strategic policy document which was taken into account as part of developing the Auckland Unitary Plan. The Rural - Countryside Living zoning currently applying to the site is consistent with the recommendations of the structure plan which noted a demand for lifestyle blocks in this location.
- 2.11 The Structure Plan identified the need to reduce sole reliance on SH16 as the route for day-to-day movement between the northern and southern Kaukapakapa townships. It recommended that a 'dedicated cross-river pedestrian / cycle / bridle path' be provided. Plan 1 of the structure plan shows land use proposals and identifies walkway connections between the northern and southern townships along SH16 as well as via a reserve along Kaukapakapa River. However, as outlined above, these walkway connections do not currently exist.

3. Decisions sought

- 3.1 Auckland Transport **opposes** the plan change and requests that it be declined. | 3.1
- 3.2 Auckland Transport reasons for opposition are set out (2) above. In summary, the plan change does not give effect to the RPS because of its reliance on the private car for transport, lack of footpaths beyond the existing and proposed Riverview subdivision, its limited access to public transport, and lack of access to the town or village through a range of transport options including walking and cycling. | 3.2

4. Appearance at the hearing

- 4.1 Auckland Transport wishes to be heard in support of this submission.
- 4.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Christina Robertson
Group Manager: Growth and Urban Planning Integration

Date: 11 March 2022

Contact person: Katherine Dorofaeff
Principal Planner: Land Use Policy and Planning North / West

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 932 722

Email:

katherine.dorofaeff@at.govt.nz

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Riverview Estate Residents

Organisation name:

Agent's full name:

Email address: niki@samltd.co.nz

Contact phone number:

Postal address:
24 Awatiro Drive
26 Awatiro Drive
14 Awatiro Drive
22 Awatiro Drive etc
Kaukapakapa
Auckland

Submission details

This is a submission to:

Plan change number: Plan Change 70

Plan change name: PC 70 (Private): 751 and 787 Kaipara Coast Highway, Kaukapakapa

My submission relates to

Rule or rules:
Submission on a notified proposal for policy statement or plan, changes or variation

Property address: 751 and 787 Kaipara Coast Highway, Kaukapakapa

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Please refer to the table attached. Full names and details are set out on the attachment of the residents supporting the Proposed Plan Change.

I or we seek the following decision by council: Approve the plan change without any amendments

4.1

Details of amendments:

Submission date: 11 March 2022

Supporting documents
Riverview Consents - StgII_11032022_094739.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Clause 6 of Schedule 1, Resource Management Act 1991

To: Auckland Council

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We support the Stage 2 subdivision of Riverview Properties Ltd as we believe it will add to the community being developed at Riverview, where we enjoy close friendships with our neighbours, and a safe and unique neighbourhood within easy reach of the amenities at Kaukapakapa and Silverdale.

The scale, form and character of the proposed development is entirely consistent with, and in keeping with the current and surrounding development.

We ~~do~~/do not wish to be heard in support of this submission.

*If others make a similar submission, I/~~we~~ will consider presenting a joint case with them at the hearing.

Your sincerely

Full Name: Andrew Thomson
Address: 24 Awatiro Drive Kaukapakapa
Phone: 0273595144
Email: thomsonab@xtra.co.nz
Date: 10 March 2022.

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*If others make a similar submission, ~~we~~ we will consider presenting a joint case with them at the hearing.

Your sincerely

A.W Thomas

Full Name *STEVEN & LYNNE THOMAS*
 Address: *26 AWATIRO DR. RD1 Kaukapakapa 0871*
 Phone: *021-425-123*
 Email: *Steven.lynne@outlook.com*
 Date: *10/3/2022*

** This is the perfect Micro-Community – There should be more of these. Sus*

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Your sincerely



Full Name

JAN HENDRIK LE ROUX

Address:

14 AWATIRO DRIVE, KAUKAPAKAPA

Phone:

021 886 409

Email:

henkleroux73@gmail.com

Date:

10/03/2022

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We do/~~not~~ wish to be heard in support of this submission.

*If others make a similar submission, ~~we~~ we will consider presenting a joint case with them at the hearing.

Your sincerely



Full Name Rhys and Andra Brown

Address: 22 Awatiro Drive, Kaukapakapa

Phone: 0211540439

Email: roosterhys@yahoo.co.nz

Date: 10-03-2022.

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x ^{NOT BJT}
We do/~~do not~~ wish to be heard in support of this submission.

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x Your sincerely *B. Houston*

Full Name: *Brett Watson Houston*
Address: *39 Awatiro Drive, Kaukapakapa 0871*
Phone: *021 899-6116*
Email: *brett@brechon.nz*
Date: *10/03/22*

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Your sincerely



Full Name Nigel + Holey Johnson
 Address: 32 Awata Drive, Kaukapakapa
 Phone: 021828433
 Email: hjnsje@gmail.com
 Date: 10/3/22

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Your sincerely

Lambert Lambert

Full Name JON AND VICKI LAMBERT

Address: 41 AWATIRO DRIVE, RD1 KAUKAPAKAPA

Phone: 0211 999990

Email: JAG-LAMBERT@GMAIL.COM

Date: 10-MAR-22

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*If others make a similar submission, I/~~we~~ will consider presenting a joint case with them at the hearing.

Your sincerely



Full Name Katrina Shaw

Address: 34 Awahio Dr, Kaukapakapa, 0871

Phone: 021924750

Email: ~~katrina.shaw@gmail.com~~ Katrina.Shaw@westpac.com

Date: 10/3/22

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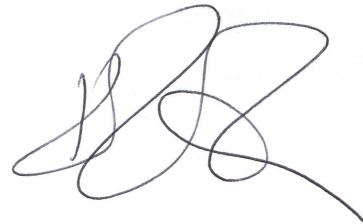
*If others make a similar submission, ~~I~~/ we will consider presenting a joint case with them at the hearing.

Your sincerely

Full Name: DARRYL JOHN GRIFFITHS
Address: 20 AWATIRO DRIVE
Phone: KAUKAPAKAPA
Email: 0274784029.
Date: djg1963@gmail.com.
10/3/22



KAYE VANDERVELDEN
20 AWATIRO DRIVE
KAUKAPAKAPA
0212677112
Kaye.vandervelden@gmail.com.
10/3/22



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Your sincerely

R McCall

Full Name

Rebekah McCall

Address:

1 Awatiro Drive, Kaukapakapa

Phone:

0211608676

Email:

rebekah.mccall@waimauku.school.nz

Date:

10th March 2022

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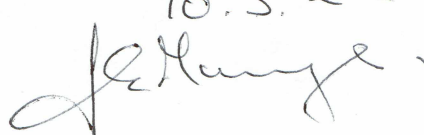
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Your sincerely

Full Name: NICK MUNNINGS
 Address: 28 AWATIRO DRIVE
 Phone: 0220752389
 Email: munnet@hotmail.co.uk
 Date: 10.3.22

JANET MUNNINGS
 28 AWATIRO DRIVE
 022 163 0379.
 10.3.22


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Your sincerely



Full Name JOHN & LIZ WOODYARD
 Address: 6 AWATIRO DRIVE KAUKAPAKAPA
 Phone: 0274770478
 Email: john.woodyard@outlook.co.nz
 Date: 10 MARCH 2022

Form 5

Submission on a notified proposal for policy statement or plan, changes or variation

Clause 6 of Schedule 1, Resource Management Act 1991

To: Auckland Council

Submitter: Riverview Estate Residents – names and details as set out on the attached Table.

This is a submission on Proposed Plan Change 70 (Private): 751 and 787 Kaipara Coast Highway, Kaukapakapa.

This private plan change aims to rezone 5.6432 hectares of land at 751 and 787 Kaipara Coast Highway, Kaukapakapa from Rural – Countryside Living to Residential – Rural and Coastal Settlement. The request also seeks to remove the Subdivision Variation Control – Rural, Kaukapakapa Countryside Living from 751 and 787 Kaipara Coast Highway, Kaukapakapa.

We support the Stage 2 subdivision of Riverview Properties Ltd as we believe it will add to the community being developed at Riverview, where we enjoy close friendships with our neighbours, and a safe and unique neighbourhood within easy reach of the amenities at Kaukapakapa and Silverdale.

The scale, form and character of the proposed development is entirely consistent with, and in keeping with the current and surrounding development.

We ~~do~~/do not wish to be heard in support of this submission.

*If others make a similar submission, I/~~we~~ will consider presenting a joint case with them at the hearing.

Your sincerely

J. Tanner
 Full Name: Daniel Murray Tanner
 Address: 16 Awatiro Drive Kaukapakapa
 Phone: 027 591 8527
 Email: tannerfive@xtra.co.nz
 Date: 10/03/2022

We would like to keep the peace & tranquility we already have after leaving the noise & overcrowded Auckland, & also the subdivision that was advertised & promised.

Form 5

Submission on a notified proposal for policy statement or plan, changes or variation

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We support the Stage 2 subdivision of Riverview Properties Ltd as we believe it will add to the community being developed at Riverview, where we enjoy close friendships with our neighbours, and a safe and unique neighbourhood within easy reach of the amenities at Kaukapakapa and Silverdale.

The scale, form and character of the proposed development is entirely consistent with, and in keeping with the current and surrounding development.

We ~~do~~/do not wish to be heard in support of this submission.

If others make a similar submission,/ we will consider presenting a joint case with them at the hearing.

Your sincerely

[Handwritten signature], J.B. ROBINS.

Full Name

PETER & JUNE ROBINS

Address:

36 ANATIRO DRIVE RIVERVIEW KAUKAPAKAPA

Phone:

021 730059

Email:

robam@xtra.co.nz

Date:

6th MARCH. 2022.

THIS WILL FURTHER ENHANCE A LOVELY COMMUNITY, A HIGHLY SORT AFTER SUBDIVISION AS PROVED WITH STAGE 1.

[Handwritten signature]

TABLE OF SUBMITTERS

Name	Address for service	Email	Phone	Support / Do Not Support / Neutral	Reasons	Wish to be heard at the hearing? Yes/No	Signed
SWA L J THOMAS	26 Awatiro Drive	stereen.lyne@outlook.com	021-425123	Support	This is the perfect Miro-community - there should be more of these	No	✓
P & J ROBINS	36 Awatiro Dr	robjfm@xtra.co.nz	021 730069	Support	This will further enhance a lovely community, a highly sort after subdivision as proved with Stage I.	No	✓
D. TANNER	16 Awatiro Dr	tannerfive@xtra.co.nz	027 591 8527	SUPPORT	We moved to Riverview for the reasons stated in Paragraphs 3 & 4	No	✓
J & E WOODYARD	6 Awatiro Dr	John.Woodyard@outlook.co.nz	(09) 420-4493	SUPPORT		No	✓
A. Thomson	24 Awatiro Dr	thomsonab@xtra.co.nz	027 3595144	SUPPORT		No	✓
NET MUMMINS	28 Awatiro Dr	munvet@hotmail.co.nz	0220752389	SUPPORT		No	✓
R. McCALL	1 Awatiro Dr	rebekah.mccall@waimarua.school.nz	0211008676	SUPPORT		No	✓
D. GARFISHS	20 Awatiro Dr	djg1963@gmail.com	0274784029	SUPPORT		No	✓

Name	Address for service	Email	Phone	Support / Do Not Support / Neutral	Reasons	Wish to be heard at the hearing? Yes/No	Signed
K. VANDERVELDEN	20 Awatirao Dr	Kaye.vandervelden@gmail.com	0212677112	Support		No	✓
K. SHAW	34 Awatirao Dr	KATRINA.SNAW@WESTAC.CO.NZ	021924750	Support		No	✓
J + V CAMIBERT	41 Awatirao Dr	JACCAMBERT@gmail.com	0211999990	Support		No	✓
NIGEL + HALEY JOHNSON	32 Awatirao Dr	HJNSJTGMAIL.COM	021828433	Support		No	✓
BRETT HOUSTON	39 Awatirao Dr	Brettebiechow.nz	021899616	Support		No	✓
RHYS AND ANORA BROWN	22 Awatirao Dr	roosterhys@yahoo.co.nz	0211540439	Support			✓
TAN HENDRIK LE ROUY	14 Awatirao Dr	henker73@gmail.com	021886409	Support		No	✓

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Nola Smart on behalf of Fire and Emergency New Zealand

Organisation name:

Agent's full name:

Email address: nola.smart@beca.com

Contact phone number:

Postal address:
21 Pitt Street

Auckland 1010

Submission details

This is a submission to:

Plan change number: Plan Change 70

Plan change name: PC 70 (Private): 751 and 787 Kaipara Coast Highway, Kaukapakapa

My submission relates to

Rule or rules:
Please see attached letter

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Please see attached letter

I or we seek the following decision by council: Approve the plan change with the amendments I requested

5.1

Details of amendments: Please see attached letter

Submission date: 11 March 2022

Supporting documents
Submission - Auckland Council - PC 70 Kaipara Coast Highway.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Form 5

Submission on private plan change to Auckland Unitary Plan

Clause 6 of Schedule 1, Resource Management Act 1991

To: Auckland Council

Submission on: Proposed Private Plan Change 70: 751 and 787 Kaipara Coast Highway, Kaukapakapa

Name of Submitter: Fire and Emergency New Zealand

This is a submission on the following proposed plan change (the **proposal**):

Proposed Private Plan Change 70: 751 and 787 Kaipara Coast Highway, Kaukapakapa

Fire and Emergency New Zealand (Fire and Emergency) could not gain an advantage in trade competition through this submission.

The specific provisions of the proposal that Fire and Emergency's submission relates to are:

- Firefighting water supply volume
- Access to firefighting water supply

Fire and Emergency's submission is:

In achieving the sustainable management of natural and physical resources under the Resource Management Act 1991 (RMA), decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment. The risk of fire represents a potential adverse effect of low probability but high potential impact. Fire and Emergency has a responsibility under the Fire and Emergency New Zealand Act 2017 to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in the land use provisions of the District Plan to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

In order for Fire and Emergency to achieve their principle objective which includes reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property land, and the environment, Fire and Emergency requires adequate water supply be available for firefighting activities; and adequate access for new developments and subdivisions to ensure that Fire and Emergency can respond to emergencies.

The provision for adequate water supply is therefore critical. It is important to Fire and Emergency that any new subdivision or land use has access to adequate water supply (whether reticulated or non-reticulated). This essential emergency supply will provide for the health, safety and wellbeing of people and the wider community, and therefore contributes to achieving the purpose of the RMA.

The proposed firefighting water supply solution is three sets of twin firefighting water tanks located on Lot 1, Lot 7 and Lot 9 with a minimum storage of 45m³. Fire and Emergency considers the volume and location of firefighting water supply to be adequate.

The firefighting water supply must be accessible to Fire and Emergency at all times without fences or other obstructions as per New Zealand Fire Service Fire Fighting Water Supplies Code of Practice. The subsequent subdivision to realise this Plan Change will be subject to this rule under E39.6.1.3 Services.

Fire and Emergency seek the following decision from the local authority:

If the Consent Authority is minded to approve this Plan Change, it is requested that Fire and Emergency's requirements in relation to access to firefighting water supply on Lot 1, Lot 7 and Lot 9 are carried forward into the subdivision approval process.

5.2

Fire and Emergency does not wish to be heard in support of its submission.



Signature of person authorised to sign on behalf of
Fire and Emergency

Date:	11.03.22
Electronic address for service of person making submission:	Nola.Smart@beca.com
Telephone:	09 300 3278
Postal address:	C/- Beca Limited 21 Pitt Street Auckland 1010
Contact person:	Nola Smart



THE PLANNING
COLLECTIVE

7 April 2022

Auckland Council
Level 24
135 Albert Street
Private Bay 92300
Auckland 1142

Attention: Planning Technician - Auckland Council

To whom it may concern,

Further Submission on Private Plan Change 70 - 751 and 787 Kaipara Coast Highway, Kaukapakapa, by Riverview Properties Limited to the Auckland Unitary Plan (Operative in Part)

Please find attached, on behalf of the applicant, Riverview Properties Limited, completed Form 6 and submission table for acceptance into the further submission stage of the above proposed private plan change.

Yours sincerely

Burnette O'Connor
Director/Planner
The Planning Collective
E: burnette@thepec.co.nz
M: 021-422 346

Attachments:

- 1) Form 6
- 2) Further Submission Table
- 3) Historic Research prepared by Clough and Associates, dated March 2022
- 4) Memorandum prepared by Aspire Consulting Engineers, dated 4 April 2022
- 5) Assessment of Road-Traffic Noise Effects prepared by Styles Group, dated 24 March 2022
- 6) Letter sent to Heritage New Zealand Pouhere Taonga, dated 6 April 2022
- 6) Letter sent to Auckland Transport and Waka Kotahi NZ Transport Agency, dated 6 April 2022

Attachment 1:
Form 6



THE PLANNING
COLLECTIVE

FURTHER SUBMISSION TO PRIVATE PLAN CHANGE 70 – 751 and 787 Kaipara Coast Highway, Kaukapakapa

Further Submission on Proposed Private Plan Change 70 - 751 and 787 Kaipara Coast Highway,
Kaukapakapa, by Riverview Properties Limited
to the Auckland Unitary Plan (Operative in Part) -
Clause 8 of Schedule 1, Resource Management Act 1991 (Form 6)

To: **Auckland Council**

1. SUBMITTER DETAILS

Name of Submitter: Riverview Properties Limited (RPL)
Address for Service: C/- The Planning Collective Limited
Attn: Burnette O'Connor
PO Box 591
Warkworth 0941
Mobile: 021 422 346
Email: Burnette@thepec.co.nz

2. SCOPE OF FURTHER SUBMISSION

This is a further submission addressing to the following submissions on Private Plan Change 70-751 and 787 Kaipara Coast Highway, Kaukapakapa:

- Submission No.1, Sub-Point 1.1 - 1,3 - Heritage New Zealand Pouhere Taonga
- Submission No. 2, Sub-Point 2.1 - 2.2 - Waka Kotahi NZ Transport Agency
- Submission No. 3, Sub-Point 3.1 - 3.2 - Auckland Transport
- Submission No. 4, Sub-Point 4.1 - Riverview Estate Residents
- Submission No. 5, Sub-Point 5.,1 - 5.2 - Fire and Emergency

Please refer to the further submission table provided as **Attachment 2** which details the further submission and decisions sought in relation to the above submissions received.

Burnette O'Connor

Burnette O'Connor, The Planning Collective 2021 Limited
(Persons authorised to sign on behalf of submitter)

Date: 7 April 2022

Attachment 2:
Further Submission Table

Sub #	Sub Point	Submitter	Theme	Summary	Further Submission
01	1.1	Heritage New Zealand Pouhere Taonga	Support the plan change with amendments	Accept the plan change subject to any amendments required from the heritage assessment and cultural values assessment.	Riverview Properties Limited (RPL) had an online meeting with Heritage New Zealand Pouhere Taonga (HNZ) representatives on the 25 th March 2022 to discuss their submission with the intention of resolving the concerns raised. The meeting was attended by Burnette O'Connor (TPC), Jessica Andrews (TPC) and HNZ representatives Carolyn McAlley, Sarah Phear, Makere Rika-Heke and Robin Byron.
01	1.2	Heritage New Zealand Pouhere Taonga	Support the plan change with amendments	A heritage assessment is to be made available prior to decision making on the plan change, of the villa and its setting allocated at 751 Kaipara Coast Highway, by a suitably qualified built heritage specialist/conservation architect and archaeologist to establish the age of the villa, its heritage values and confirm that it is not an archaeological site. The assessment should also include any mitigation measures considered appropriate to the proposed subdivision layout, including a proposed subdivision layout for 751 Kaipara Coast Highway, to ensure the retention of the identified values of the villa and its setting.	<p>RPL engaged Clough and Associates to undertake further historical research into the age of the villa located on 751 Kaipara Coast Highway. The research did not identify a clear date for construction of the original villa but did indicate that the cottage may have been constructed prior to 1900, or it may have been built by the Drinnan sisters in the early 20th century. A copy of the research document is provided as Attachment 3.</p> <p>The plan change seeks zoning of the land. It does not enable actual development.</p> <p>Any future development would need to demonstrate and address any effects on heritage values. This assessment would logically be undertaken in light of the nature and type of development sought at the time. There is no proposal to subdivide 751 Kaipara Coast Highway (KCH) and the owners of the site have no intention to subdivide at this present time. However, should a subdivision application be applied for in future, we would expect that a heritage and / or archaeological assessment would be provided addressing the effects of the subdivision on the heritage values of the villa and its setting.</p> <p>There is no need for a further detailed heritage assessment. If Heritage NZ required such an assessment this should have been addressed by way of submissions to the Unitary Plan or Plan Change 27 to the Unitary Plan, that specifically dealt with heritage matters.</p> <p>If this information provided in the future submission does not address the Heritage New Zealand concerns, then RPL will seek to remove 751 Kaipara Coast Highway from the plan change and the zoning would therefore remain Rural – Countryside Living. This would mean that it would be unlikely for any heritage assessment to be undertaken under that zone regime as there would be limited development potential in the land.</p>
01	1.3	Heritage New Zealand Pouhere Taonga	Support the plan change with amendments	A cultural values assessment is to be made available prior to decision making on the plan change for the entire Plan Change project area and any appropriate amendments to the subdivision layout to address any Maori cultural heritage values identified.	<p>Our understanding is that there would be no adverse impacts on cultural values associated with the Plan Change. This is not an assumption but rather is based on the consultation undertaken in association with the Stage 1 subdivision resource consent and also that no Mana Whenua groups have provided comments to Auckland Council or submitted to this plan change despite invitations to do so.</p> <p>The statutory four-week period for submissions was extended by an additional two weeks to provide adequate opportunity for iwi to make a submission on the Plan Change. Auckland Council have confirmed that the relevant iwi groups were provided with an information letter prior to notification of the Plan Change, a further letter advising that the submission period was extended by two weeks to provide adequate opportunity for iwi to respond, and a follow up letter during the extended submission period to advise that the Plan Change was still open for submissions. Auckland Council received two responses from Ngāi Tai Ki Tāmaki and Ngāti Tamaoho who advised that either they had no comment or that the Plan Change area was not within their area of interest. No submissions, or related correspondence was received from iwi authorities.</p> <p>For these reasons we consider that previous consultation makes it unlikely that there would be cultural issues, or any impacts positive, or negative on the cultural landscape, which was the</p>

Sub #	Sub Point	Submitter	Theme	Summary	Further Submission
					specific matter of concern to Heritage New Zealand. In our opinion the previous consultation for the Stage 1 subdivision and the fact this process has adequately provided opportunity for Mana Whenua to respond with any issues, concerns or matters of interest means that due process has been followed. Appropriate respect and acknowledgment of cultural values has been observed and there are highly unlikely to be any effects on Mana Whenua, cultural values or the cultural landscape arising from this proposed zone change.
02	2.1	Waka Kotahi NZ Transport Agency	Support the plan change with amendments	Accept the proposed plan change subject to amendments.	RPL had an online meeting with Waka Kotahi NZ Transport Agency (NZTA) and Auckland Transport (AT) representatives on the 24 th March 2022 to discuss their submissions with the intention of resolving the concerns raised. The meeting was attended by Burnette O'Connor (TPC), Jessica Andrews (TPC), Ashleigh Peti (NZTA), Hannah Thomson (NZTA) and Katherine Dorofaeff (AT).
02	2.2	Waka Kotahi NZ Transport Agency	Support the plan change with amendments	That PC70 is not accepted in its current form unless the relief is provided that: <ul style="list-style-type: none"> addresses provisions for walking, cycling and public transport connectivity; and demonstrates that the effects of state highway noise will not impact human health by way of relief sought in the submission. 	
03	3.1	Auckland Transport	Decline the plan change	Opposes the plan change and requests that it be declined.	To assist the community with improving walking and cycling connectivity, RPL will be forming a walkway within the local purpose reserve (Lot 42 DP 523159) and offering to work with the local Residents and Ratepayers group to facilitate a bridge crossing over the Kaukapakapa River. The details of accessway construction, and the bridge crossing are being addressed as part of the subdivision resource consent for land at 787 KCH (resource consent reference number: BUN60385482). The indicative location of the walkway and bridge is shown in the Memorandum provided as Attachment 4 . This walkway and bridge connection will provide the potential to form part of the overall walking and cycling route proposed through the Rodney West Local Paths (Greenways) Plan and address the matters raised in the NZTA and AT submissions by assisting with improving walking and cycling connectivity. This connectivity option is acknowledged by all parties to hold greater amenity value for local residents and is also a safer option now and into the future. Public Transport stops can be altered to reflect and respond to new access connections. RPL engaged Styles Group to prepare an assessment of road-traffic noise effects associated with the residential development of 787 KCH. A copy of the noise assessment is provided as Attachment 5 . As part of the subdivision of 787 KCH, RPL will be constructing a 1.5-metre high acoustic fence carefully amongst the existing planting on top of the existing earth bund along the site frontage to KCH. The bund and the planting are covered by existing consent notices for the Stage 1 subdivision.
03	3.2	Auckland Transport	Decline the plan change	The plan change does not give effect to the Regional Policy Statement (in the Auckland Unitary Plan (Operative in part)) because of its reliance on the private car for transport, lack of footpaths beyond the existing and proposed Riverview subdivision, its limited access to public transport, and lack of access to the town or village through a range of transport options including walking and cycling.	
04	4.1	Riverview Estate Residents	Support the plan change	Approve the plan change without any amendments	RPL supports this submission.
05	5.1	Fire and Emergency	Support the plan change with amendments	Approve the plan change with amendments	This submission is acknowledged and provision for firefighting water supply has been addressed in the subdivision consent BUN60385482 which will be accessible to Fire and Emergency without fences or other obstructions as was achieved in the Stage 1 development.
05	5.2	Fire and Emergency	Support the plan change with amendments	If the plan change is approved, it is requested that Fire and Emergency's requirements in relation to access to firefighting water supply on Lot 1, Lot 7 and Lot 9 are carried forward into the subdivision approval process.	

Attachment 3:

Historic Research prepared by Clough and Associates, dated
March 2022

751 KAIPARA COAST HIGHWAY, KAUKAPAKAPA: HISTORICAL RESEARCH



Prepared for The Planning Collective

March 2022

By

Jen Low (MA Hons)

Clough
& ASSOCIATES LTD

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Waiatarua, Auckland 0612
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INTRODUCTION

Project Background

The Planning Collective requested further research into the residential structure located at 751 Kaipara Coast Highway, Kaukapakapa to determine if an accurate date of construction for the structure could be identified. Previously the date of construction was identified as potentially 1912, built by the Drinnan sisters, with this information supplied by an unnamed landowner (Jones and Phear 2016).

Methodology

Land records were reviewed to ascertain sales and purchase information. Various historic databases were reviewed to locate information about owners, including National Library, Auckland Library, Auckland Museum, Papers Past, Victoria University, Archives New Zealand and Megan Paterson of the Kaukapakapa Library. An attempt was made to contact descendants of the Drinnan family, but contact was not able to be made within the timeframe. No early photographs of the property were located with the earliest aerial photograph dating to 1940.

HISTORICAL BACKGROUND

Ownership History

The property at 751 Kaipara Coast Highway is a 1.2728 hectare portion of the original 96 acre Allotment 14 Parish of Ararimu. The Crown Grant to Allotment 14 Parish of Ararimu was purchased by David Richardson on 12 November 1860 for the sum of £7 (*New Zealander*, 23 February 1861:6) although the Deeds Index (12A/123, Archives NZ) records the Date of Instrument as 8 November 1864. This discrepancy was due in part to delays in filing with the Land Office and the volume of Crown Grants and other deeds to be recorded. While the Crown Grant (6G/1110, Archives NZ) was not viewed, some information regarding David Richardson was gleaned from a later sales document. His profession in 1864 was listed as a builder and he was noted as a resident of Auckland. It is possible Richardson never occupied the property at Kaukapakapa, and likely purchased it speculatively.

On 19 November 1864 Richardson conveyed the property to William Drinnan [Drinnan], of Ararimu, Settler for the sum of £86.0.0 (DR 16D/533, Archives NZ, Figure 1). William Drinnan also owned properties further east in Ararimu (See Figure 2 arrowed yellow) with this land possibly undergoing conversion from bushland to pasture during the early years of ownership. William Drinnan is noted to have left his wife Janet and three sons running the farms to seek fortune on the Hokitika goldfields, from which he never returned (M. Paterson, pers.comm.). It is not known if Drinnan or any members of his family resided on Lot 14; however, it is possible a residence was constructed on the property for use of a farmhand.

On 22 December 1880 a portion of Lot 14 measuring 18 acres was conveyed to John Drinnan (DR 31M/739, Archives NZ). John Drinnan and his wife Annie (Hannah) settled in Kaukapakapa on a property known as 'Riverside', having a large family of 13 children (Shanks 2016a). The name 'Riverside' was noted in a birth notice (*Auckland Star*, 13 May 1875:2) prior to Drinnan purchasing this portion of Lot 14 and it is likely he also owned a larger property within Kaukapakapa although the location was not able to be identified.

Following his wife's death John Drinnan advertised for sale all of his farming properties and stock. 'The properties include two farms at Makarau, and 18 acres at Kaukapakapa with five-roomed house and outbuilding thereon. Some choice Shorthorn cows, together with a splendid assortment of farm implements, will also come under the hammer.' (*The Kaipara and Waitemata Echo*, 5 July 1917:2). The sale appears to have been successful: 'when the properties and stock were disposed of at satisfactory prices. The homestead realised £617 10s; 160 acres, £180; horses, from £15 10s to £30 10s; cows, from £8 to £16. A number of farm implements and sundries sold at satisfactory rates.' (*The Kaipara and Waitemata Echo*, 19 July 1917:2).

The purchaser of part Lot 14 was John James Sinclair of Kaukapakapa, farmer with the conveyance occurring on 27 September 1917 (NA263/282, LINZ). John Sinclair, known as Jackie, resided on a portion of Lot 16 (southeast portion fronting Macky Road) with his sister Mary Alexandrina Annie Sinclair and it was John who funded the establishment of the Kaukapakapa Library (Shanks 2016b). Following John's death in 1931, Part Lot 14 passed to his sister Mary (NA263/282, LINZ). Interestingly his Last Will and Testament does not specifically list Part Lot 14 as an asset, listing only the portion of Lot 16 which was to eventually be gifted to the local council and would become Sinclair Park

(collections.archives.govt.nz). Mary, a music teacher, remained in the property for 26 years before retiring to Auckland (Shanks 2016b). Part Lot 14, however, was transferred to Kenneth Clyde Drinnan of Kaukapakapa, farmer on 6 February 1936 (NA263/282, LINZ).

Little information regarding Kenneth Drinnan was located, however he did retire from dairying the same year he purchased Part Lot 14, selling his stock (*Auckland Star*, 18 July 1936:5). He remained as owner of the property until 15 January 1974 when it was transferred to John Frederick Callister of Whangateau, farm manager, and Margaret Callister, his wife (NA263/282, LINZ).

Subsequent owners include Jeffrey Ronald Down of Auckland, sales representative, and Sarah Jane Down, his wife, who purchased on 16 March 1988. An undivided one-half share was then transferred to Eric Douglas Brown of Melbourne, and Joan Irene Brown, his wife in March 1992. That one-half share was transferred back to Jeffrey and Sarah Down in March 1996 (NA263/282, LINZ). The property was then subdivided with the subject property identified as Lot 2 DP 173483 issued a new Title NA106B/725 (LINZ) on 18 June 1996 in the names of Jeffrey Ronald Down, Sarah Jane Down and Codymo Trustees Limited. In 2008 the property was transferred solely to Jeffrey and Sarah Down. The land was further subdivided, however the Downs retained ownership of the now Lot 36 DP 523159 with new Title 831729 issued on 5 October 2018.

Date of Construction

Figure 3 shows the residence as it stood in 2016. The appearance of the house suggests additions have been made to both side of the house. The original portion of the house appears to have been constructed in a typical central hallway with two rooms either side configuration, with the fifth room noted in the 1917 sale advertisement either built at the date of construction or more likely added at the rear of the house, installing an inside bathroom/laundry. The large sash windows with large panes and original configuration suggests a possible pre-1900 construction date; however, this would need to be investigated further by a built heritage specialist. However, even if examined by a built heritage specialist it is possible that a pre- or post-1900 date will not be able to be confirmed. No documentary evidence was located regarding the construction or occupation of the residence, and it is unlikely that the pre-1900 Drinnans or Sinclairs (who owned extensive property in the area) resided in the house themselves, but it cannot be discounted that a house was erected for a farmhand at any point during their ownership.

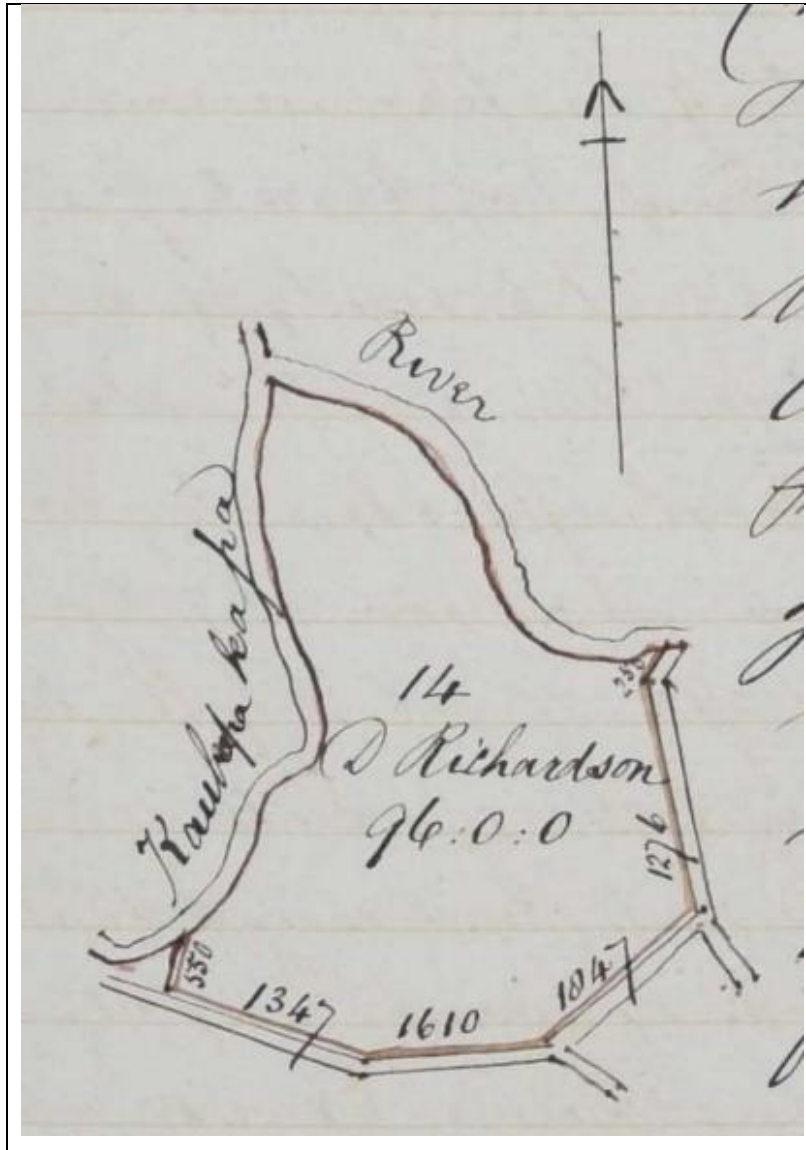


Figure 1. Boundaries of the 96 acre Allotment 14, Parish of Ararimu as drawn on conveyance between Richardson and Drinnan (DR16D/533, Archives NZ)



Figure 2 SO 37 (no date) showing names of the original owners of allotments in Parish of Ararimu with Lot 14 arrowed red, and other land owned by W. Drinnan arrowed yellow. Source: Quickmaps



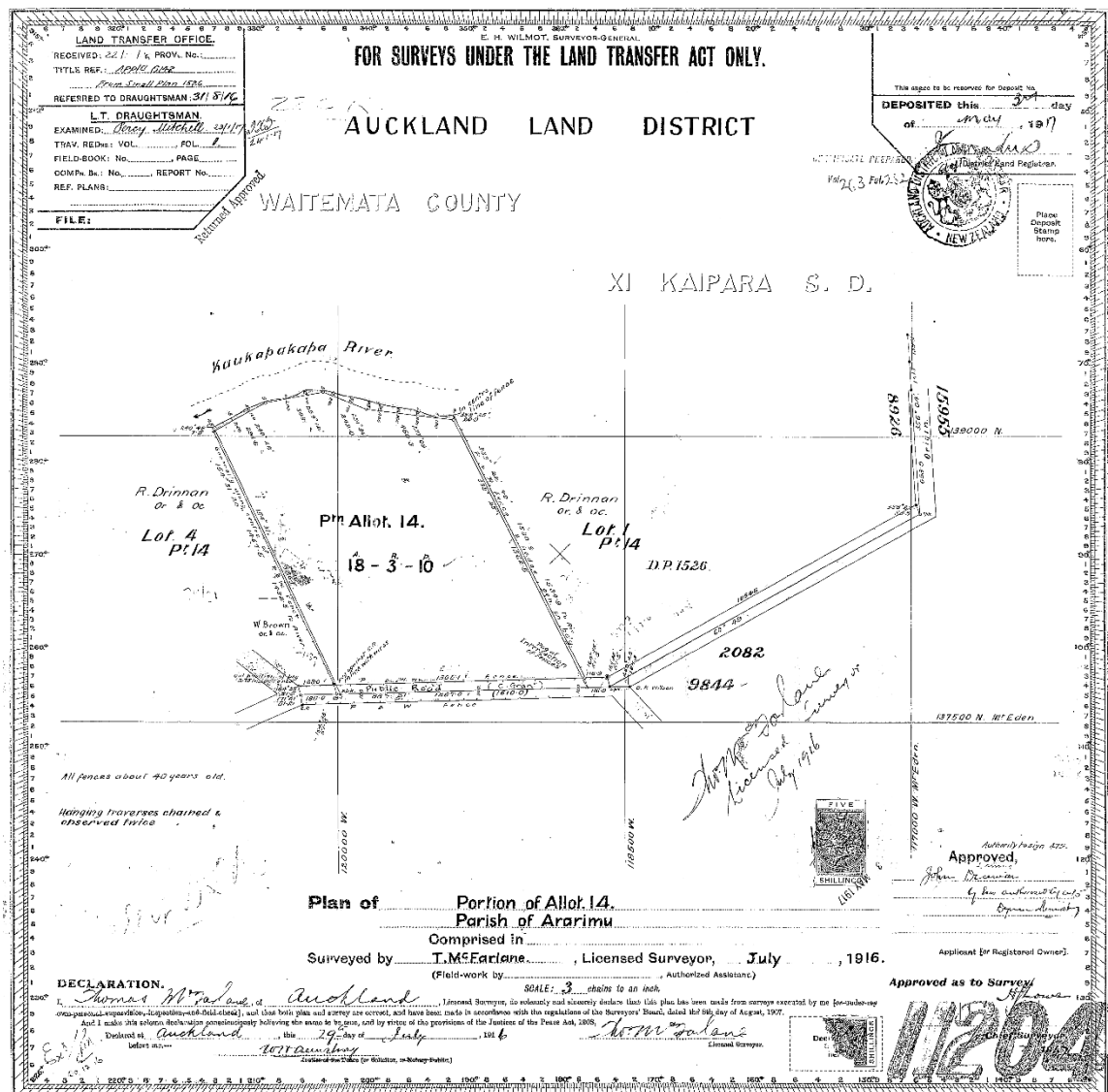
Figure 3. View of the entrance to the residence. Source: Jones and Phear 2016

HISTORICAL SURVEY

Information from Early Maps and Plans

Very few early maps and plans of this area exist. Undated SO 37 (Figure 2) shows the original Crown Grantees for each Lot sold, with Lot 14 being granted to David Richardson. Part of the land is shown Covered in Tea Tree while a large portion shows no obvious vegetation, possibly indicative of having already been cleared and laid down in pasture.

DP 11204 (Figure 4) dated 1916 shows only boundary measurements. This survey was undertaken shortly before the sale from John Drinnan to John James Sinclair.



Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified November 2002, Plan is probably current as at 25/03/2022

Figure 4. DP 11204 dated 1916 during late ownership of John Drinnan noting only information pertinent to boundary lines (Quickmap)

Information from Early Aerials

An aerial photograph dated 23 April 1940 (Figure 5) shows the house, outbuildings and curtilage, bounded by hedges with a large tree in the northwest corner. The house appears to still contain no more than the five rooms present in 1917 (based on a sale advertisement, see above).

The 2017 aerial (Figure 6) shows the house renovated and enlarged. A minor dwelling has been added on the eastern side of the property and additional outbuildings sited at the south to southeast. The western portion of the property has been substantially planted.



Figure 5. Aerial photograph dated 23 April 1940 showing the house, outbuildings and curtilage.
Source: Retrolens, SN143-85-19



Figure 6. 2017 aerial photograph showing extensive renovations to the house, additional of minor dwelling and substantial planting on the western side of the property. Source: Auckland Council Geomaps

DISCUSSION, CONCLUSION AND RECCOMENDATIONS

Summary of Results

Although a clear chain of ownership has been established, it has not been possible to clearly identify a date of construction for the original house, likely containing four or five rooms. The current property was part of a larger block of farmland owned by various members of the Drinnan family from the 1860s until 1917, when the property was sold to the Sinclairs. The Drinnan owners appear to have lived elsewhere prior to 1900, but the cottage may have been constructed prior to that date for a farm worker, or it may have been built by the Drinnan sisters in the early 20th century as reported by a previous occupant (Jones and Phear 2016).

Archaeological Value and Significance

The AUP OP Regional Policy Statement identifies several criteria for evaluating the significance of historic heritage places. In addition, Heritage NZ, has provided guidelines setting out criteria that are specific to archaeological sites (condition, rarity, contextual value, information potential, amenity value and cultural associations) (Heritage NZ 2019: 9-10). The date of construction of the house – whether pre-1900 or early 20th century – remains unknown, but as there is some possibility the core of the house was built prior to 1900 an initial assessment under both the AUP OP criteria and Heritage NZ criteria has been provided (see Tables 1 and 2). The house is not scheduled on the AUP or listed by Heritage NZ.

The archaeological value of sites relates mainly to their information potential, that is, the extent to which they can provide evidence relating to local, regional and national history using archaeological investigation techniques, and the research questions to which the site could contribute. The surviving extent, complexity and condition of sites are the main factors in their ability to provide information through archaeological investigation. For example, generally pa are more complex sites and have higher information potential than small midden (unless of early date). Archaeological value also includes contextual (heritage landscape) value. Archaeological sites may also have other historic heritage values including historical, architectural, technological, cultural, aesthetic, scientific, social, spiritual and traditional values.

Based on current knowledge and the criteria in Tables 1 and 2 the house is considered to be of limited historic heritage and archaeological value. It has limited to moderate potential to provide information relating to its construction and development through time and makes a minor contribution to the historical rural landscape of the area. However, it has been modified and has little public amenity value as it cannot be seen from the road.

Table 1. Assessment of the historic heritage significance of the house at 751 Kaipara Coast Highway based on the criteria in the AUP OP (Chapter B5.2.2)

Criterion	Comment	Significance Evaluation
a) historical: The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within New Zealand, the region or locality	The date of construction of the original portion of the house is unknown. It is associated with an early settler family in the locality (the Drinnans), who owned the land, but does not appear likely to have been lived in by members of the family prior to 1900	Little
b) social: The place has a strong or special association with, or is held in high esteem by, a community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	There is no known history of the house and it is not thought to be held in high esteem by the local community.	Little
c) Mana Whenua: The place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value	To be determined by mana whenua	Not assessed
d) knowledge: The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	The house has been heavily modified and it is unknown how much of the original structure remains to provide information relating to its history	Little/moderate
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	The house does not appear to demonstrate any particular technical accomplishment, having initially been built as a standard 4-room cottage.	Little
f) physical attributes: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder;	The house is not a notable example of the design, and has been heavily modified. The builders of the house are unknown.	Little
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	The house is not visible from the road and is not notable for its visual appeal.	Little
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The house relates to late 19th or early 20th century settlement in the local area, but has been heavily modified	Little

Table 2. Assessment of the archaeological values of 751 Kaipara Coast Highway, Kaukapakapa based on Heritage NZ criteria (Heritage NZ 2019:9-10)

Value	Assessment
Condition	The house appears to be in good condition and is currently occupied. There are later additions on both sides of the house. The interior of the house has not been inspected. The date of construction of the core of house remains unknown. The extent of associated subsurface remains is not known, but if it is of pre-1900 date associated archaeological remains (e.g. rubbish pits, a well) may be present.
Rarity	Pre-1900 or early 20th century houses are not uncommon in the region.
Contextual value	The house contributes to the late 19th/early 20th century rural historic farming landscape, but has been significantly modified.
Information potential	The date of construction of the house is unknown but could potentially be of pre-1900 origin for the core of the house. The house has the potential to provide limited information on early house construction techniques and materials, and alterations through time, but the extent of modification and survival of original interior features is not known.
Amenity value	The house is currently on private land, restricting its amenity value and not generally seen from the road.
Cultural associations	The house is associated with early European settlement and farming
Other	The house has limited historical value (see Table 1)

Conclusion

Historic research has established the history of ownership of the house at 751 Kaipara Coast Highway, but it has not been possible to establish whether the house is of pre-1900 or early 20th century date. The house was originally a four or five room cottage but has been substantially modified. Based on current knowledge it is considered to be of low to moderate historic heritage/archaeological significance, but an assessment of the house, including its interior, by a built heritage specialist could refine this assessment further. However, it may or may not be possible for a built heritage specialist to determine whether the core of the house was built pre- or post-1900.

Recommendations

- The house should be evaluated by a built heritage specialist to establish the current condition and heritage values of the house, and if possible to discern the likely date of construction.
- If the house is considered likely to be of pre-1900 date and is to be demolished, an archaeological authority under the Heritage New Zealand Pouhere Taonga Act must be obtained prior to its removal.
- If the house is considered likely to be of pre-1900 date and is to be relocated rather than demolished an archaeological authority under the Heritage New Zealand Pouhere Taonga Act should be obtained prior to earthworks in case any associated pre-1900 subsurface features/deposits are present.

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Deposited Plans

DP11204

Survey Ordinance

SO 37

Land Information New Zealand

Certificate of Title NA 263/282; NA106B/725; 831729 Appendix A: Site Record Forms

Attachment 4:

Memorandum prepared by Aspire Consulting Engineers,
dated 4 April 2022



Memorandum

To: Jessica Andrews – The Planning Collective

From: Phil Fairgray

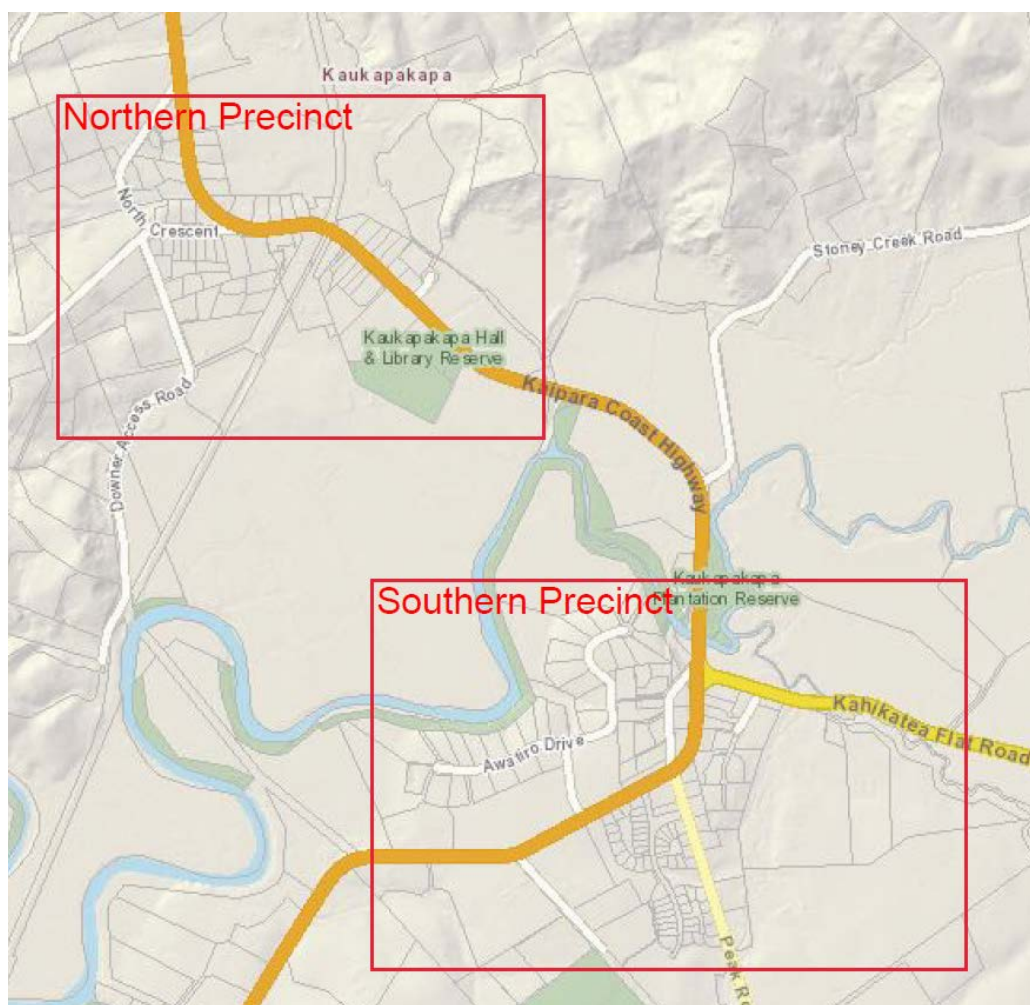
Date: 4 April 2022

Job No: 1664 M2

Subject: Proposed residential subdivision at 787 Kaipara Coast Highway, Kaukapakapa, BUN60385482 and VCN70019534

This Memorandum has been prepared as requested by Riverview Properties to investigate a potential pedestrian bridge link over the Kaukapakapa River.

There is currently no dedicated pedestrian link between the northern and southern precincts of Kaukapakapa. The two precincts are approximately 1 kilometre apart and must cross the Kaukapakapa River.





The Kaukapakapa area is known to flood during storm events. According to Auckland Council's Healthy Waters Department, the 100 year flood level including climate change is approximately RL 6.0m.

The link would be traversing through the flood plains and a rural environment. Therefore, the link is not considered an urban path.

This office has reviewed the Standards New Zealand SNZ HB 8630:2004, New Zealand Handbook, Tracks and Outdoor Visitor Structures.

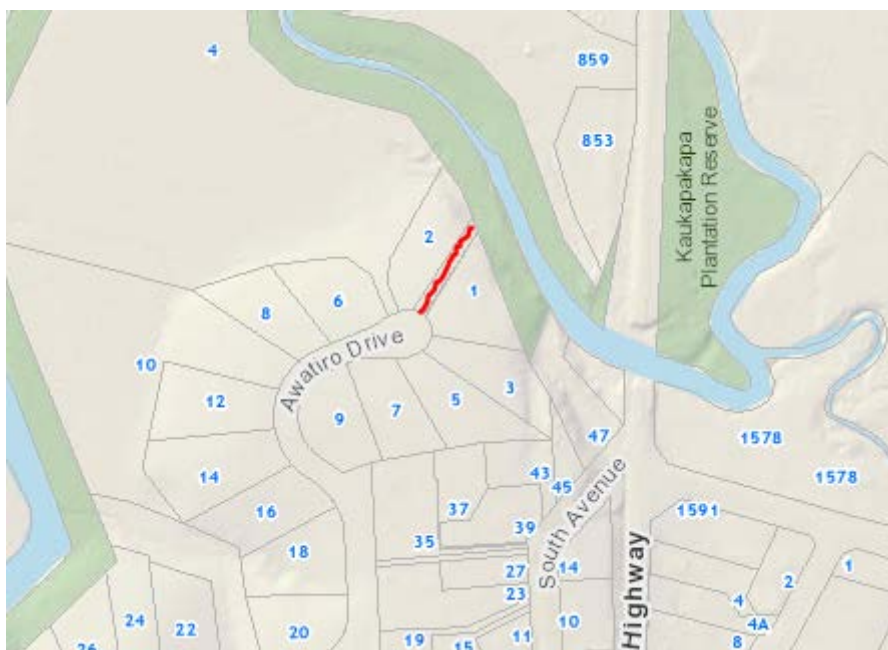
According to this handbook, this link is considered to be User Group 2 in Table 1, 2 & 3, Short Stop Travellers (SST), Short walk, walk respectively.

For User Group 2, the following criteria applies:

- Maximum gradient of 10 degrees (1 in 5.7)
- Steps are allowed, maximum riser height of 190mm and minimum tread length of 250mm
- Walkway width minimum 0.75m and maximum 2.0m
- Boardwalks can be used
- All major or minor watercourses should be bridged
- Minimum 1.2m width for structures
- No ladders.

There is an existing unformed public accessway off the eastern end of Awatiro Drive which extends down to the Kaukapakapa River esplanade reserve which could be used as part of the link.

This office has been and inspected the site of this potential link marked by the red line below.

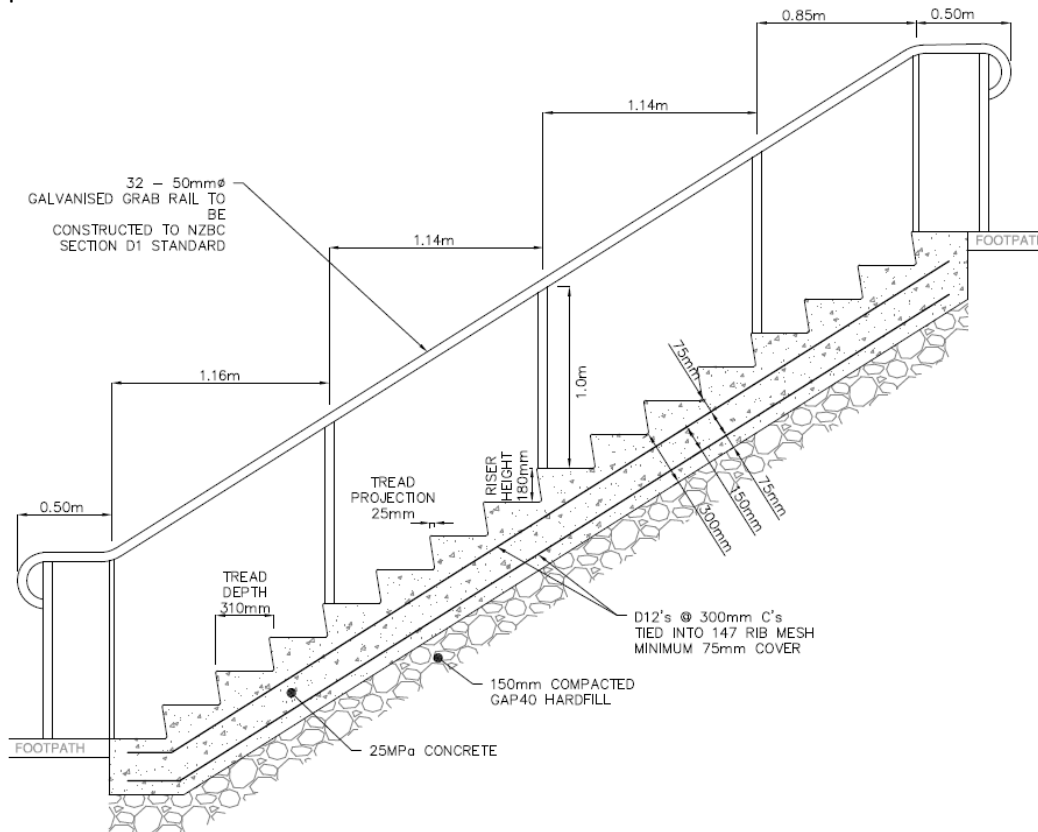


The majority of the existing unformed public accessway has a gentle longitudinal gradient but the final approximately 12m falls at 2 H:1 V (26.5 degrees). To traverse this steep section, either large retaining walls and earthworks would be required or a set of stairs.

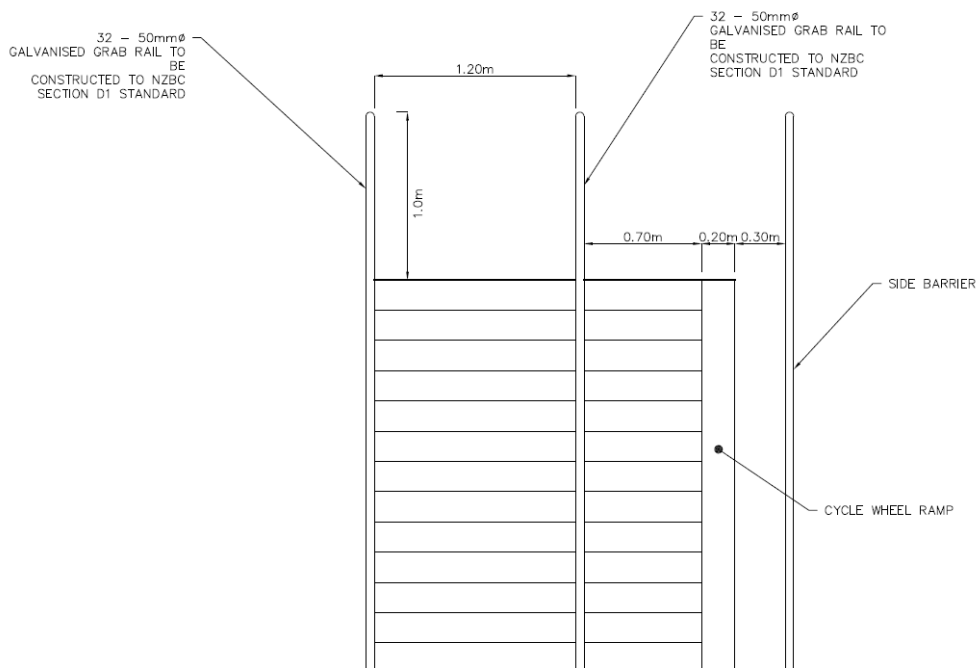


We would recommend that stairs were constructed and include a cycle wheel ramp on the side. The stairs could be timber or concrete.

An example cross section and front elevation of concrete stairs is below:



Concrete stairs cross section



Concrete stairs front elevation

To cross the Kaukapakapa River would require a bridge. The indicative location is below in red.



The potential bridge would be approximately 40m long and 1.2m wide. Once again, the bridge could be constructed in concrete or timber.

The industry standard prices for a timber footbridge are approximately \$5,000/m². Based on 40m x 1.2m @ \$5,000/m, the bridge would cost \$240,000. Including investigation, design, consenting and supervision, the total cost of the bridge is estimated at \$300,000 + GST.

Attachment 5:

Assessment of Road-Traffic Noise Effects prepared by Styles Group, dated 24 March 2022



ASSESSMENT OF ROAD-TRAFFIC NOISE EFFECTS

RESIDENTIAL DEVELOPMENT
787 KAIPARA COAST HIGHWAY, KAUKAPAKAPA

PREPARED FOR
Riverview Properties Ltd

DATE
24 March 2022



Assessment prepared by Styles Group for Riverview Properties Ltd.

REVISION HISTORY

Rev:	Date:	Comment:	Version:	Prepared by:	Reviewed by:
1	24/03/22		Final	Kelly Leemeyer, MASNZ Senior Consultant Styles Group	Jon Styles, MASNZ Director and Principal Styles Group

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Appendices

Appendix A	Glossary of terms
Appendix B	SH16 road traffic noise contours
Appendix C	Typical construction requirements

1.0 Introduction

Riverview Properties Ltd (**Riverview**) has engaged Styles Group to model and predict the road-traffic noise levels from State Highway 16 (**SH16**) across the proposed residential development at 787 Kaipara Coast Highway, Kaukapakapa (the **Site**). The purpose of this assessment is to:

- i. Identify the potential road-traffic noise levels that will be received at future dwellings on the Site
- ii. Determine the noise level reduction being provided by the existing 2 m high earth bund along the southern boundary
- iii. Determine whether acoustic mitigation to the future dwellings will be required to ensure the future dwellings will be located and/ or designed and constructed to provide future occupants with an adequate level of acoustic amenity.

We have used noise modelling software to predict the road-traffic noise levels and to determine whether the occupants of future dwellings will be exposed to noise levels that are reasonable. We have applied criteria from Waka Kotahi's reverse sensitivity guidelines and the Auckland Unitary Plan (**AUP**) in our assessment.

The objective of this assessment is to ensure that future occupants of the Site will enjoy a reasonable level of acoustic amenity. If future dwellings are located and designed to provide occupants with a reasonable level of amenity, the potential for reverse sensitivity effects on Waka Kotahi's network will be adequately avoided.

This report should be read in conjunction with the application site plans and the Assessment of Environmental Effects. A glossary of acoustical terms used within this document is attached as Appendix A.

2.0 The proposal

Riverview propose to subdivide the site and create 16 new residential allotments. Building designs for the Site have not yet been finalised. There is an existing 2 m high earth bund that runs along the southern boundary of the Site adjacent to SH16.

The proposed site plan is shown in Figure 1.

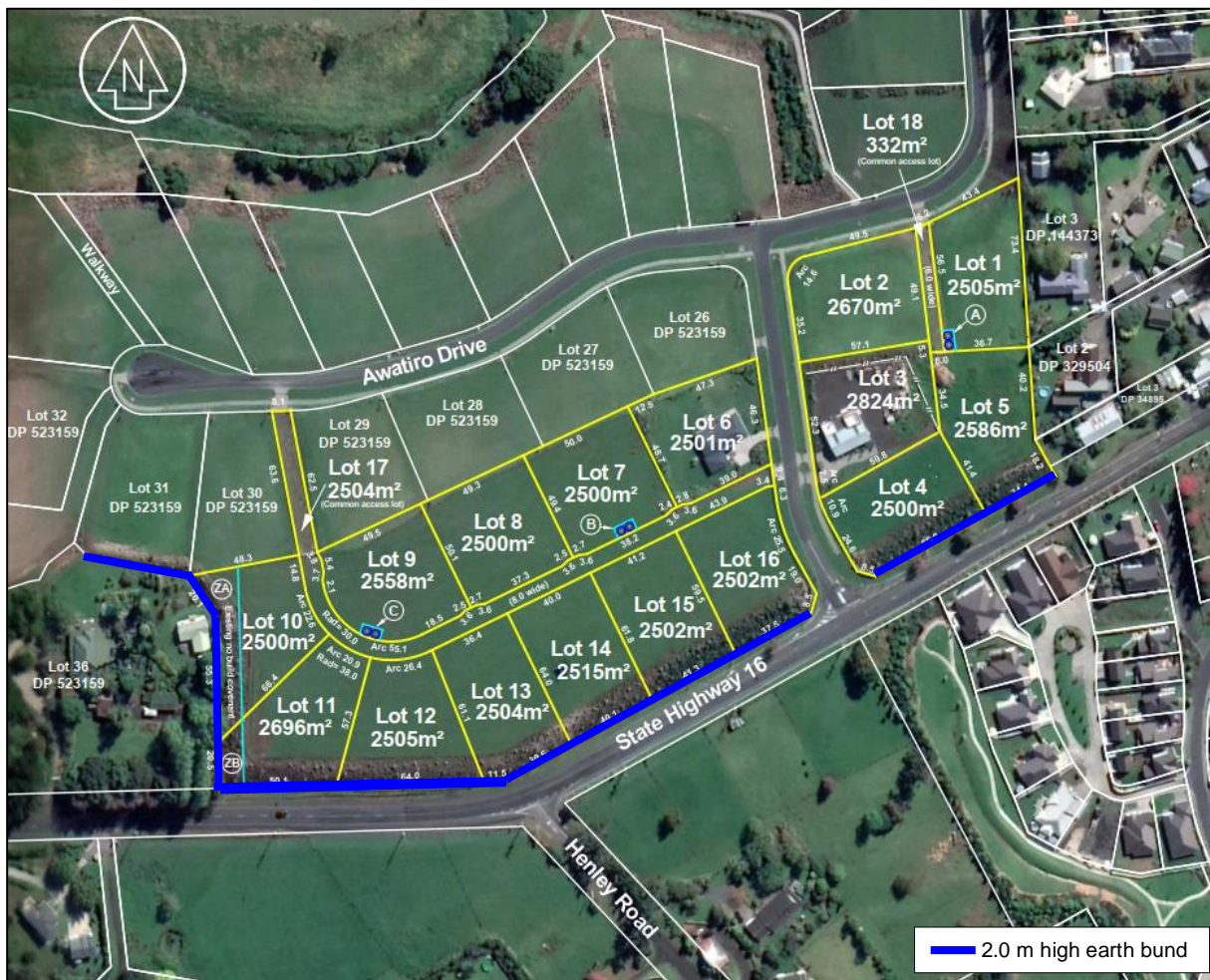


Figure 1: Site plan for the residential development at 787 Kaipara Coast Highway

3.0 The Site and surrounding environment

Figure 2 shows the Site and wider surrounding environment. The 5.7 ha Site is located north of SH16 near the SH16 / Kahikatea Flat Road intersection in Kaukapakapa.

The Site is zoned *Rural – Countryside Living Zone* under the AUP. Riverview are currently seeking a Private Plan Change to rezone the land to *Residential – Rural and Coastal Settlement*.

The land immediately north and east of the Site is zoned *Residential – Rural and Coastal Settlement*. To the south and west is land zoned *Rural – Countryside Living Zone*.



Figure 2: The Site and surrounding environment

4.0 Acoustic criteria

The proposal will introduce a noise sensitive activity¹ to an area exposed to road-traffic noise from SH16. To ensure that the potential effects of traffic noise are adequately mitigated, it is necessary to:

- i. Identify the potential road-traffic noise levels that will be received on the proposed sites
- ii. Determine the noise level reduction being provided by the existing 2 m high earth bund on the southern boundary

¹ The AUP defines *Activities sensitive to noise* as:

Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centres, lecture theatres in tertiary education facilities, classrooms in education facilities and healthcare facilities with an overnight stay facility.

The definition of a *noise sensitive space* includes:

Any indoor space within an activity sensitive to noise excluding any bathroom, water closet, laundry, pantry, walk in wardrobe, corridor, hallway, lobby, stairwell, clothes drying area, kitchens not part of a dwelling, garage or other space of a specialised nature occupied neither frequently nor for extended periods.

- iii. Determine whether additional acoustic treatment to future dwellings is required to ensure they will be located and/ or designed and constructed to provide future occupants with an adequate level of acoustic amenity.

We have reviewed the acoustic criteria contained in Waka Kotahi's *Guide to the management of effects on noise sensitive land use near to the state highway network*² (the **Waka Kotahi Guidelines**) and the AUP to determine which criteria represents the best fit for the proposal and will provide occupants with a good level of acoustic comfort.

These criteria are discussed in detail below.

4.1 Waka Kotahi Guidelines

Waka Kotahi seek to protect the operation and maintenance of the state highway network from potential reverse sensitivity effects. The Waka Kotahi Guidelines recommend that new or altered buildings containing noise sensitive activities that are exposed to road-traffic noise levels greater than 57 dB $L_{Aeq(24h)}$, should be:

- Designed, constructed and maintained to achieve a maximum indoor noise level of 40 dB $L_{Aeq(24h)}$ in all habitable spaces
- If windows and doors must be closed to achieve the internal design noise levels, a ventilation and cooling system must be supplied to enable occupants to have adequate fresh air supply and thermal comfort with windows and doors closed.

4.2 Auckland Unitary Plan

The AUP does not identify any controls requiring acoustic insulation measures to be implemented within noise sensitive activities constructed in proximity to high traffic noise environments. However, we support the adoption of acoustic mitigation measures to reduce noise levels inside noise sensitive spaces and to provide adequate ventilation and cooling to allow windows to remain closed where necessary.

We recommend that the buildings are designed to achieve a level of 40 dB $L_{Aeq(24hr)}$ indoors to provide for the acoustic comfort of occupants. This is consistent with the Waka Kotahi's reverse sensitivity policy.

5.0 SH16 road-traffic noise modelling and predictions

Styles Group have used Brüel & Kjær Predictor computer noise modelling software to predict the road-traffic noise levels across the Site. The noise level predictions are based on the CRTN

² <https://www.nzta.govt.nz/assets/resources/effects-on-noise-sensitive-land/effects-on-noise-sensitive-land-use.pdf>

- *Calculation of Road Traffic Noise* standard and assume meteorological conditions that slightly enhance propagation in all directions in accordance with NZS 6801:2008. The computer noise model is three-dimensional and takes into account the topography, buildings, ground coverage, physical attributes of the sound sources and receivers and many other factors. The Brüel & Kjær Predictor software is globally recognised and has been successfully implemented on a large number of projects throughout New Zealand.

This section sets out the information that has been used in the project traffic noise model. This includes the noise sources, GIS data, physical mitigation measures, model input parameters and any calculation adjustments applied to the predicted noise levels in accordance with the relevant New Zealand acoustics standards.

5.1 Noise model parameters

Terrain contours, building footprints and parcel boundaries were imported from Auckland Council Geomaps. The scheme plan and terrain contours for the earth bund were provided by the Project Team. The topographical contours encompass the entire site and a large area of the surrounding land. We have ensured the integrity of the noise model by careful scrutiny of the final three-dimensional model.

The input parameters for the noise model are set out in Table 1.

Table 1: Predictor noise model input parameters

Parameters/calculation settings	Details
Software	Brüel & Kjær Predictor V2022
Calculation method	CRTN
Ground attenuation over land	0.0 – roads 0.7 – surrounding land
Receiver heights	Ground level 1.5m First floor 4.5 m
SH16 current and future road-traffic noise	3% growth per annum, non-compounding for 10 years
Traffic volume	4643 AADT
Percentage of heavy vehicles	7%
Speed environment	80 - 100 km/hr
Road surface	AB chip seal (two-coat grade 3/5 chip)

6.0 Acoustic recommendations

The predicted road-traffic noise contours are provided in Appendix B. The colour of each noise contour corresponds to the relevant façade construction categories in Appendix C. The contours demonstrate that the Lots adjacent to SH16 will be exposed to road-traffic noise levels over 57 dB $L_{Aeq(24h)}$. This area is shown in Figure 3. All other Lots will be exposed to road-traffic noise levels below 57 dB $L_{Aeq(24 hr)}$.



Figure 3: Extent of area exposed to traffic noise levels over 57 dB L_{Aeq} (24 hour)

We recommend one of the following mitigation options are applied to future dwellings within the identified area. These recommendations are informed by the road-traffic noise criteria in the Waka Kotahi Guidelines.

6.1 Option 1 - Dwelling design requirements - no acoustic barrier

This option involves no modifications to the acoustic barrier. This requires that all habitable rooms inside the shaded red area of Figure 3 have acoustic treatment in the form of mechanical ventilation and cooling to allow windows and doors to remain closed to 'keep the noise out'.

6.2 Option 2 – 1.5-metre-high acoustic barrier on top of earth bund

We have prepared a noise model demonstrating the acoustic benefits of a constructing a 1.5 m high acoustic barrier along the top of the earth bund. The location and extent of the acoustic barrier is displayed in Figure 4 and Figure 5. The barrier could be constructed of any material

provided it has a surface density of at least 10kg/m^2 and has no gaps along its length or at the base.

The noise modelling demonstrates that the barrier will successfully screen the lowest (ground) level of future dwellings from noise levels greater than $57\text{ dB L}_{\text{Aeq}(24\text{h})}$ (Figure 4).

The noise barrier will not be high enough to mitigate the noise levels at the upper façade of dwellings (Figure 5).

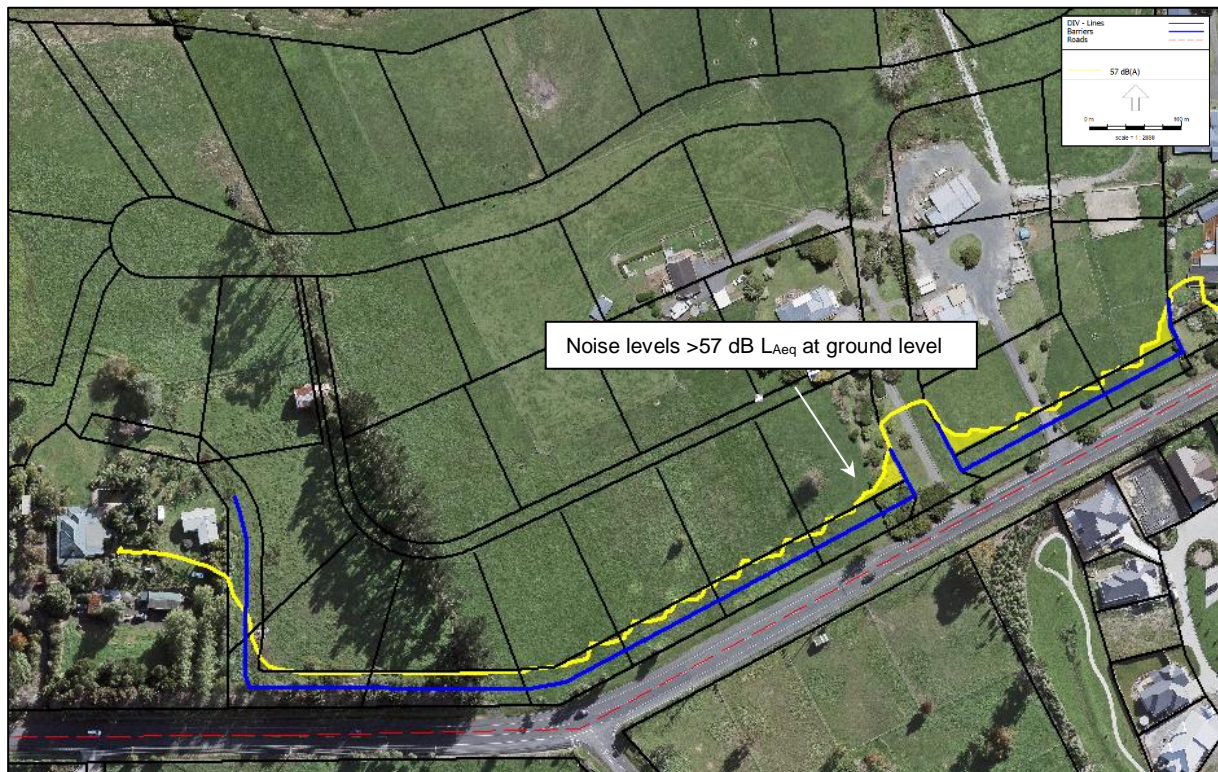


Figure 4: Noise levels at ground level with 1.5 m high acoustic barrier on earth bund



Figure 5: Noise levels at upper façade with 1.5 m high acoustic barrier on earth bund

6.2.1 Option 2(a)- 1.5-metre-high barrier and dwellings to be single level

The noise modelling demonstrates that the acoustic barrier will ensure the ground floor and outdoor area of dwellings are not exposed to noise levels greater than 57 dB $L_{Aeq(24h)}$.

If dwellings in the area shown in yellow area of Figure 4 and Figure 5 are kept as single level dwellings and the barrier is constructed, there will be no further noise effects to mitigate.

The barrier will also provide a good level of noise reduction to the outdoor spaces.

6.2.2 Option 2(b) 1.5-metre-high barrier and dwelling design requirements for two-storey dwellings

The noise modelling we have undertaken demonstrates that the acoustic barrier will successfully screen the ground floor of dwellings and outdoor areas, but not the upper floors.

If dwellings in this area are two storeys, the barrier will screen the ground floor effectively, but the upper storeys will need a minor degree of acoustic treatment. This will simply require habitable rooms located on the first floor to be supplied with mechanical ventilation and/ cooling to allow the windows to be kept closed to keep the road traffic noise out.

This option does not provide any noise level reduction for upper-level outdoor areas.

6.3 Option 3 – 2.5-metre-high acoustic barrier on top of earth bund

We have prepared a noise model demonstrating the acoustic benefits of a 2.5 m high acoustic barrier along the top of the earth bund. The location and extent of the acoustic barrier is displayed in Figure 6.

The noise modelling demonstrates that the barrier will successfully screen the upper and lower level of future dwellings from noise levels greater than 57 dB $L_{Aeq(24h)}$, with the exception of at the upper level of a small portion of the eastern Lots. If all dwellings can be located outside the yellow shaded area of Figure 6, or if any dwellings constructed within the shaded area are single level, then there will be no further noise effects to mitigate.

If two-storey dwellings are built in this area, habitable rooms located on the first floor will need to be supplied with mechanical ventilation and/ cooling to allow the windows to be kept closed to keep the road traffic noise out.

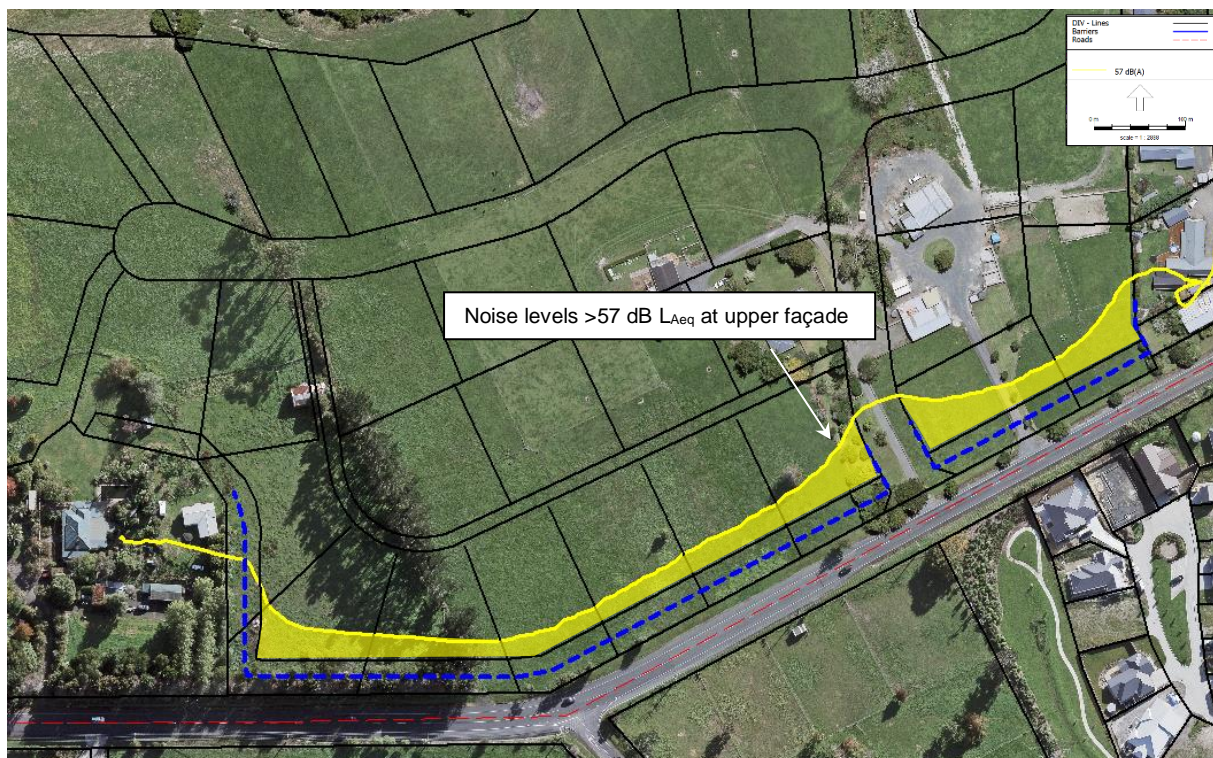


Figure 6: Noise levels at upper façade with 2.5 m high acoustic barrier on earth bund

7.0 Recommended conditions

7.1 1.5 m high acoustic barrier

If either Option 2(a) or 2(b) is implemented, a 1.5m high acoustic barrier shall be constructed along the top of the existing earth bund as shown below.

The acoustic barrier must be constructed of a material with a surface density of not less than 10kg/m^2 , with no gaps along its length or at the base. This may comprise a timber fence with no gaps between the palings, a higher earth bund or combination of the two.



Figure 7: Extent of acoustic barrier

7.2 2.5 m high acoustic barrier

If Option 3 is implemented, a 2.5m high acoustic barrier shall be constructed along the top of the existing earth bund as shown below.

The acoustic barrier must be constructed of a material with a surface mass of not less than 10kg/m^2 , with no gaps along its length or at the base. This may comprise a timber fence with no gaps between the palings, a higher earth bund or combination of the two.



Figure 8: Extent of acoustic barrier

7.3 Acoustic insulation

Any dwelling on the site that is exposed to road-traffic noise levels greater than 57dB $L_{Aeq(24h)}$, must be designed, constructed, and maintained to achieve a design noise level of 40 dB $L_{Aeq(24h)}$ inside all habitable spaces.

This can be achieved by all dwellings with no specific façade upgrades required. The only requirement will be to provide mechanical ventilation and cooling to ensure that the windows can stay closed to keep the external noise out.

7.4 Mechanical ventilation and cooling

Where windows are required to be closed to achieve a design noise level of 40 dB $L_{Aeq(24h)}$, the room shall be designed, constructed, and maintained to:

- a) be mechanically ventilated and/or cooled to achieve either:
 - i. an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees celsius; or

Note 1 Mechanical cooling must be provided for all habitable rooms (excluding bedrooms) provided that at least one mechanical cooling system must service every level of a dwelling that contains a habitable room (including bedrooms).

- ii. high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:
 - six air changes per hour (ACH) for rooms with less than 30 per cent of the façade area glazed; or
 - 15 air changes per hour (ACH) for rooms with greater than 30 per cent of the façade area glazed; or
 - three air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight.
- b) for all other noise sensitive spaces provide mechanical cooling to achieve an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees celsius; and
- c) provide relief for equivalent volumes of spill air; and
- d) be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system; and
- e) have a mechanical ventilation and/or a cooling system that generates a noise level no greater than L_{Aeq} 35 dB when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in (a)(i) and (ii) above.

In our experience these requirements are commonly met by installing one or more typical domestic split-cycle heat pumps to ensure adequate cooling and one or more silenced fans to provide a fresh air supply.

8.0 Conclusion

Styles Group has modelled and assessed the road-traffic noise levels from SH16 to determine the noise levels that will be received at future dwellings constructed on the Site.

We have applied the road-traffic noise exposure criteria contained in the Waka Kotahi Guidelines to determine whether future dwellings will be exposed to a reasonable level of noise, and to determine whether any acoustic mitigation is required.

Our noise modelling demonstrates that with the existing 2 m high earth bund the Lots adjacent to SH16 will be exposed to road-traffic noise levels over 57 dB $L_{Aeq(24h)}$. All other Lots will be exposed to road-traffic noise levels below 57 dB $L_{Aeq(24 hr)}$ and will not require acoustic treatment or mitigation.

We have provided a range of acoustic mitigation options to ensure that dwellings on the Lots adjacent to SH16 will be exposed to a reasonable level of noise. These include:

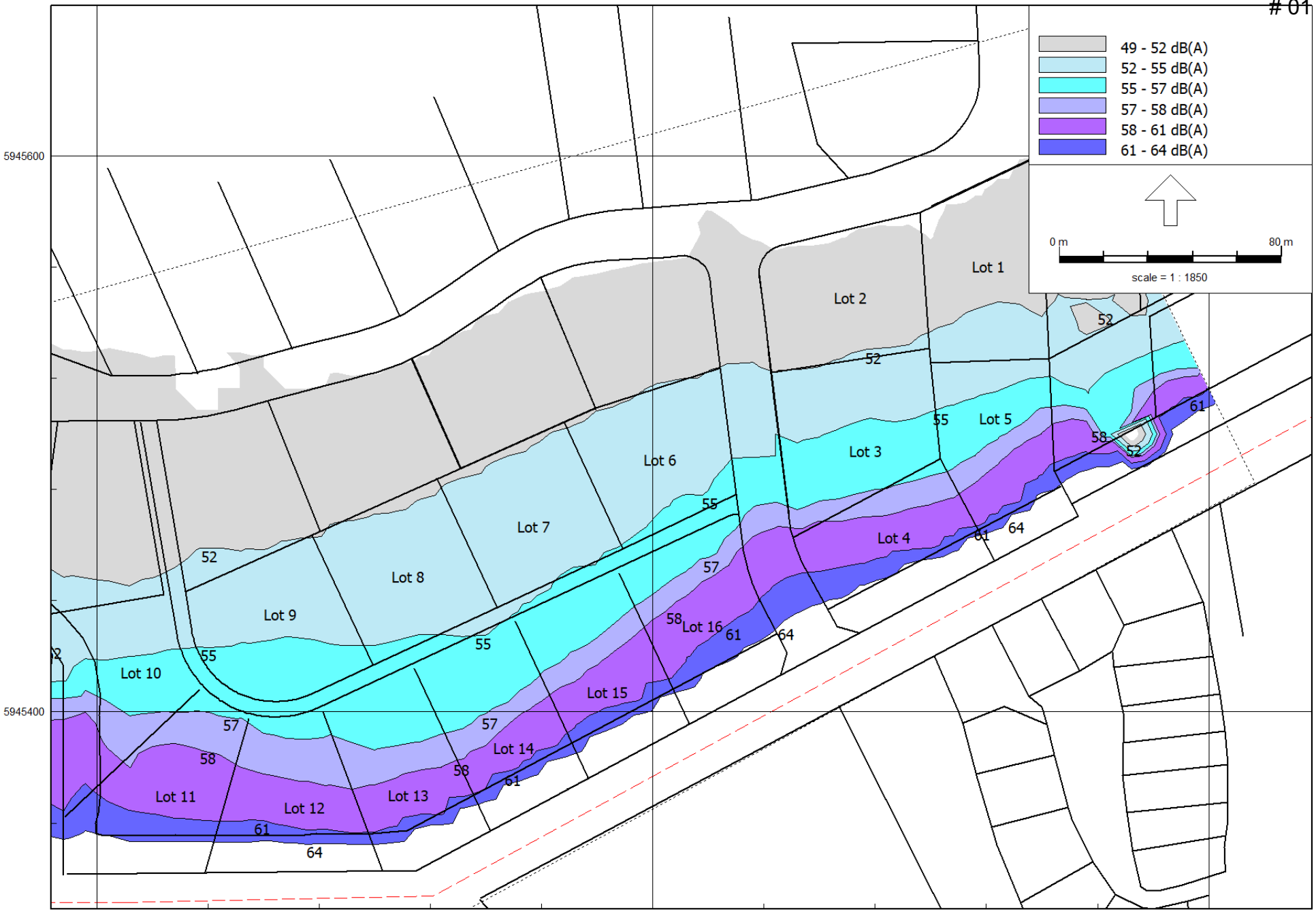
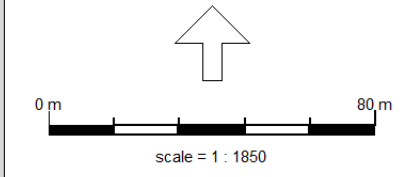
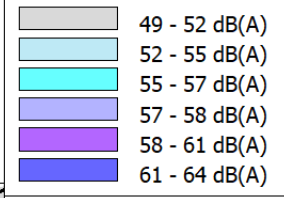
- 1) The construction of a 1.5 m high acoustic barrier along the existing earth bund to reduce the noise at the ground level of dwellings and in the outdoor spaces to reasonable levels, and;
 - a. Limiting dwellings to single storey, or
 - b. If dwellings are allowed to be two-storeyed, habitable rooms in the upper storeys must be acoustically treated to ensure that windows can stay closed to keep the traffic noise out.
- 2) The construction of a 2.5 m high acoustic barrier along the existing earth bund to reduce the noise at the ground and upper level of dwellings, and in the outdoor spaces, to reasonable levels, and;
 - a. Limiting dwellings within the area of the Site exposed to noise levels greater than 57 dB $L_{Aeq(24 hr)}$ to single storey or only constructing dwellings outside of this area, or
 - b. If two storey dwellings are allowed to be constructed within the area of the Site exposed to noise levels greater than 57 dB $L_{Aeq(24 hr)}$, habitable rooms in the upper storeys must be acoustically treated to ensure that windows can stay closed to keep the traffic noise out.
- 3) If no acoustic barrier is constructed, all habitable room inside dwellings exposed to road-traffic noise levels greater than 57 dB $L_{Aeq(24hr)}$ will need to be provided with mechanical ventilation and cooling to ensure that windows can stay closed to keep the traffic noise out.

Appendix A Glossary of terms

Noise	A sound which serves little or no purpose for the exposed persons and is commonly described as 'unwanted sound'. The definition of noise includes vibration under the Resource Management Act.
Best practicable option	Defined in section 2 of the Resource Management Act as: in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to— <ol style="list-style-type: none"> the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and the financial implications, and the effects on the environment, of that option when compared with other options; and the current state of technical knowledge and the likelihood that the option can be successfully applied.
dB (decibel)	The basic measurement unit of sound. The logarithmic unit used to describe the ratio between the measured sound pressure level and a reference level of 20 micropascals (0 dB).
A-weighting	A frequency filter applied to the full audio range (20 Hz to 20 kHz) to approximate the response of the human ear at lower sound pressure levels.
$L_{Aeq(t)}$ (dB)	The A-weighted equivalent sound pressure level with the same energy content as the measured varying acoustic signal over a sample period (t). The preferred metric for sound levels that vary over time because it takes into account the total sound energy over the time period of interest.
L_{AFmax} (dB)	The maximum A-weighted sound pressure level recorded during the measurement period using a fast time-weighting response.
Noise rating level	A derived noise level used for comparison with a noise limit.
NZS 6801:2008	N.Z. Standard NZS 6801:2008 Acoustics – Measurement of environmental sound.
NZS 6802:2008	N.Z. Standard NZS 6802:2008 Acoustics – Environmental noise.
The Act	The Resource Management Act 1991.
s16	Section 16 of the Act states that “every occupier of land (including any premises and any coastal marine area), and every person carrying out an activity in, on, or under a water body or the coastal marine area, shall adopt the best practicable option to ensure that the emission of noise from that land or water does not exceed a reasonable level”.

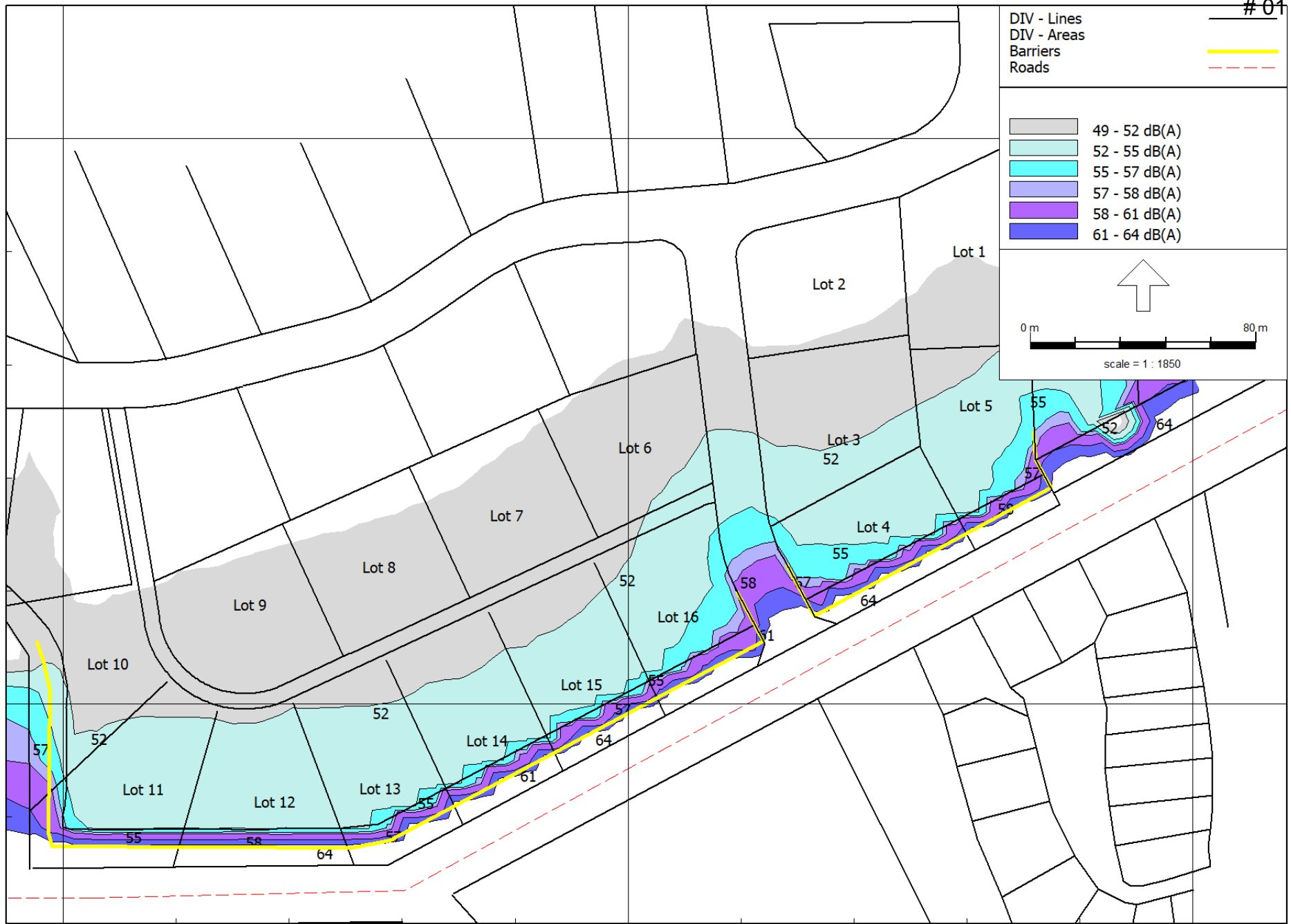
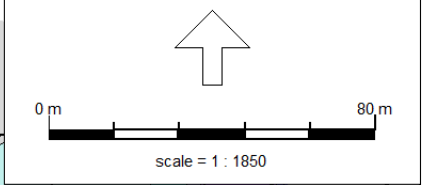
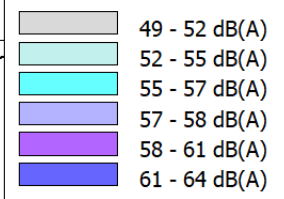
Appendix B SH16 road traffic noise contours

01



01

DIV - Lines
 DIV - Areas
 Barriers
 Roads



5945600

5945400

1733800

1734000

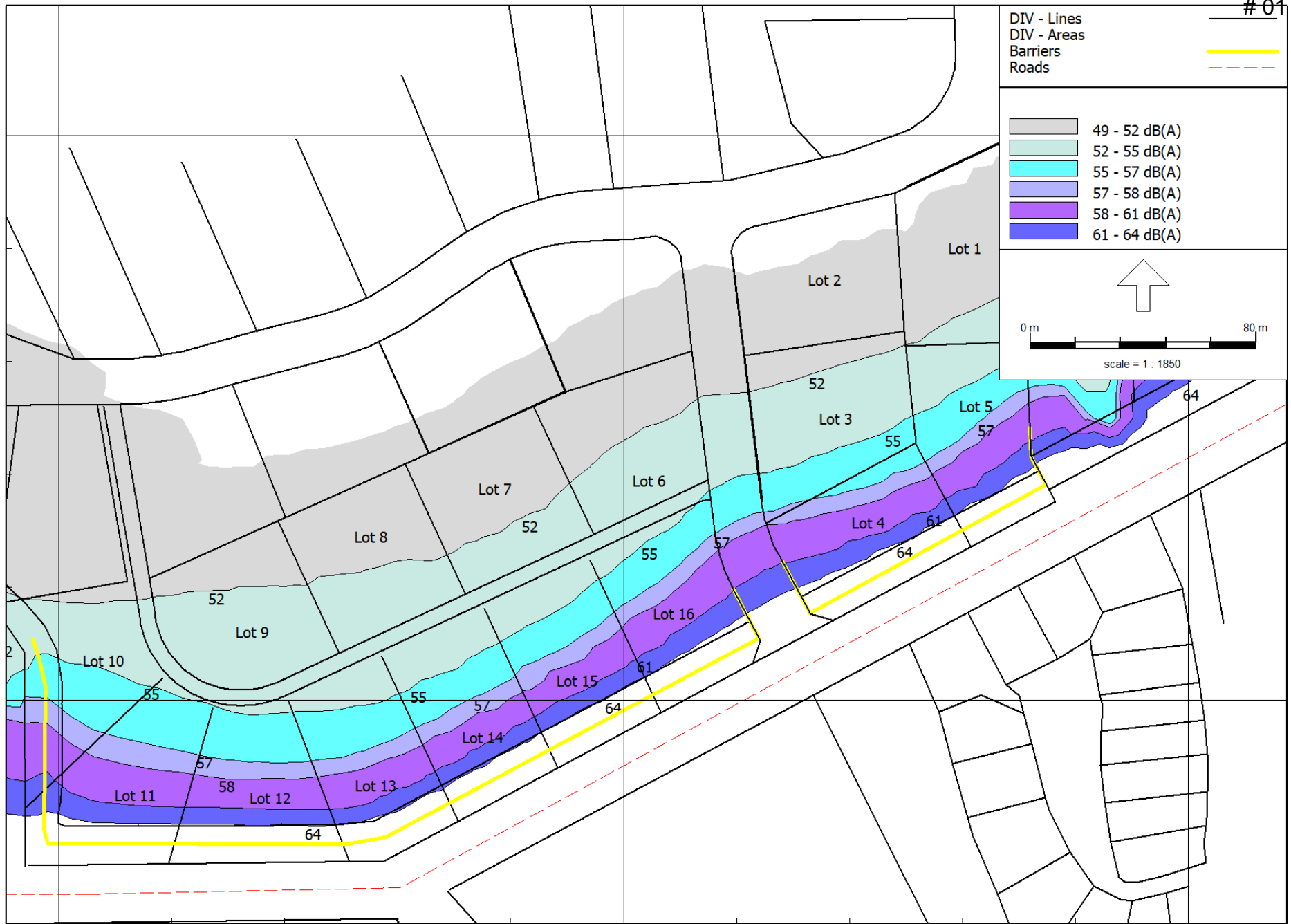
1734200

01

DIV - Lines	
DIV - Areas	
Barriers	
Roads	

	49 - 52 dB(A)
	52 - 55 dB(A)
	55 - 57 dB(A)
	57 - 58 dB(A)
	58 - 61 dB(A)
	61 - 64 dB(A)

scale = 1 : 1850



5945600

5945400

1733800

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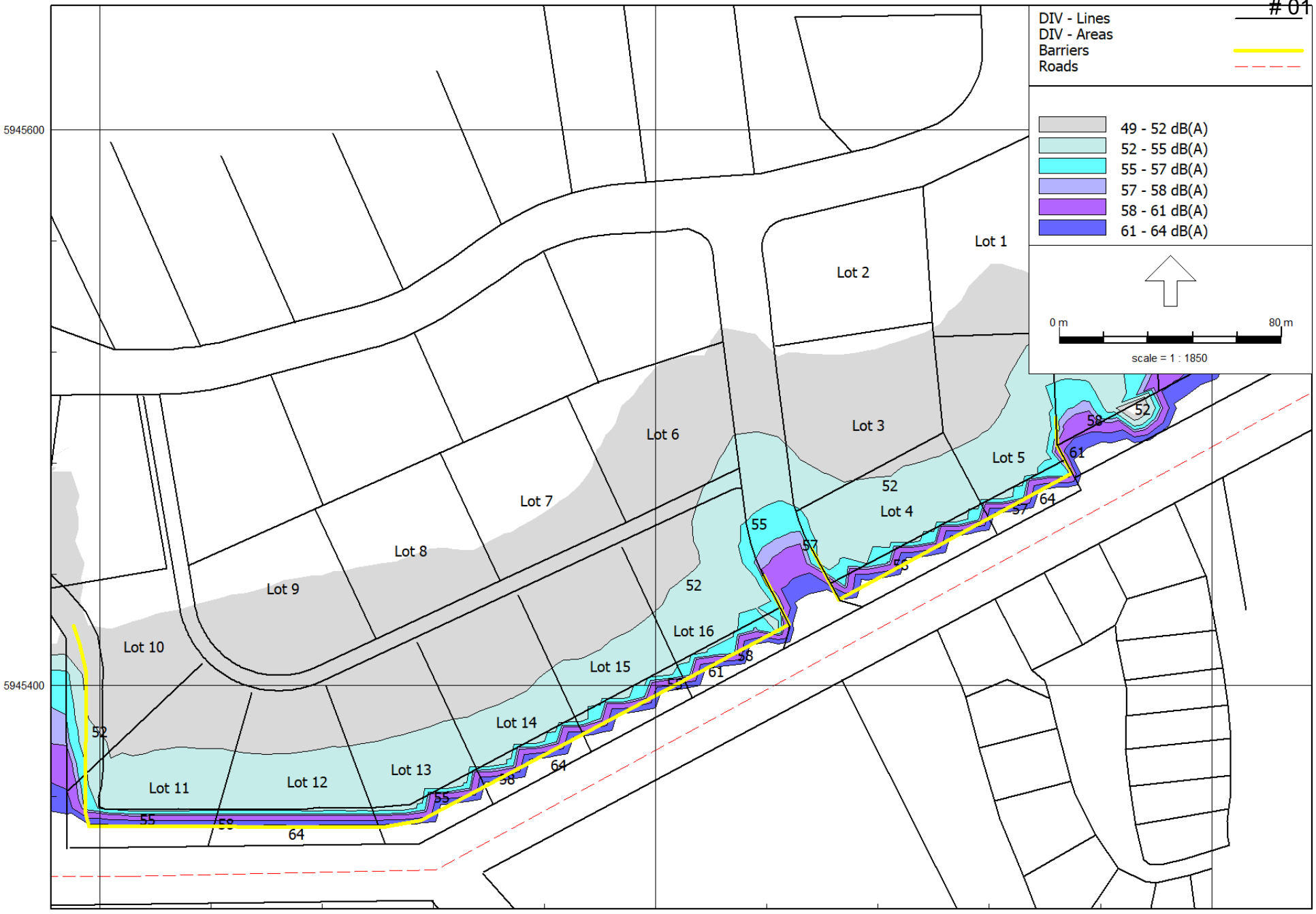
01

DIV - Lines	
DIV - Areas	
Barriers	
Roads	

	49 - 52 dB(A)
	52 - 55 dB(A)
	55 - 57 dB(A)
	57 - 58 dB(A)
	58 - 61 dB(A)
	61 - 64 dB(A)

0 m 80 m

scale = 1 : 1850



5945600

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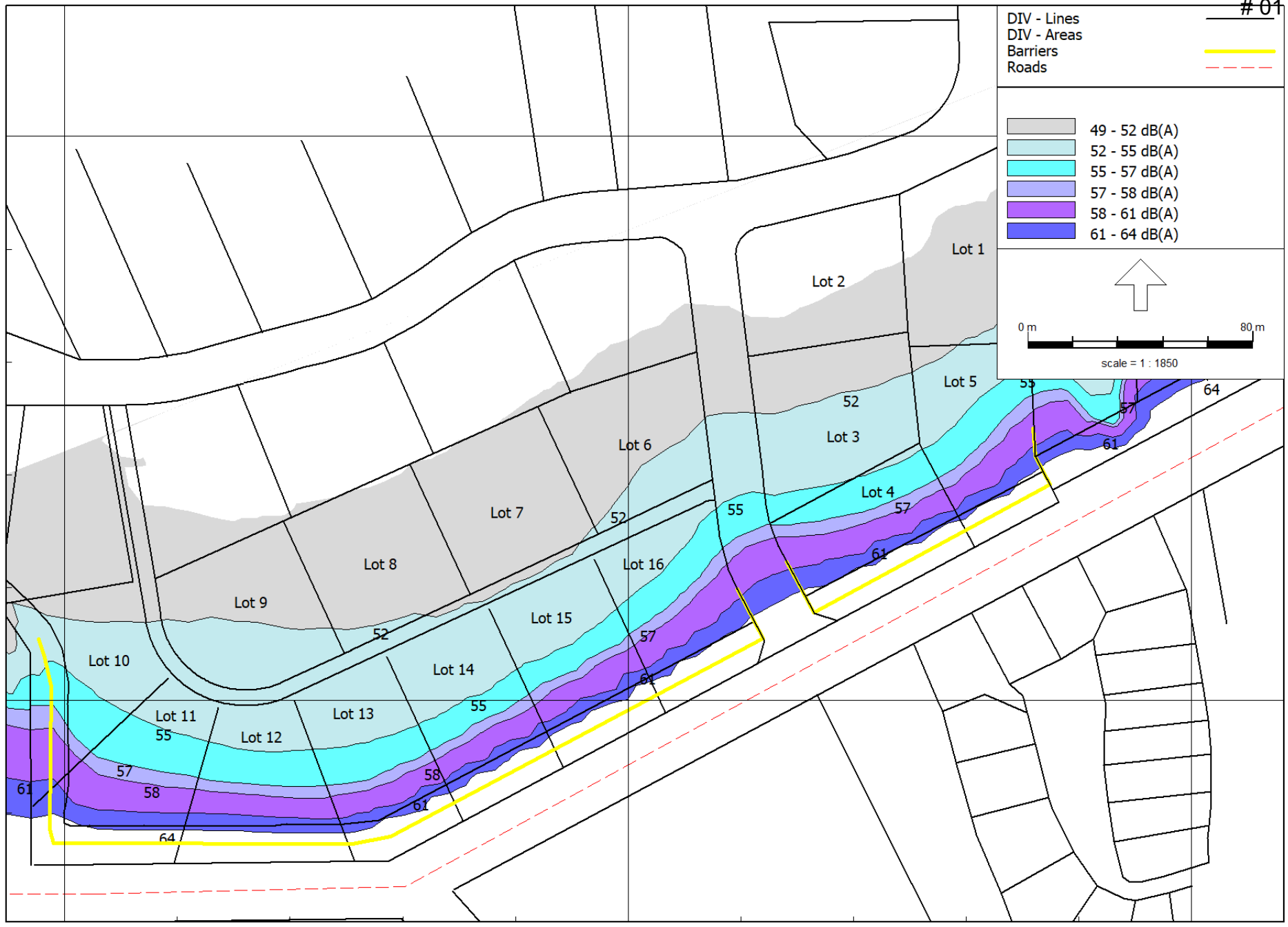
1733800 1734000 1734200

01

DIV - Lines	
DIV - Areas	
Barriers	
Roads	

	49 - 52 dB(A)
	52 - 55 dB(A)
	55 - 57 dB(A)
	57 - 58 dB(A)
	58 - 61 dB(A)
	61 - 64 dB(A)

0 m 80 m
 scale = 1 : 1850



5945600

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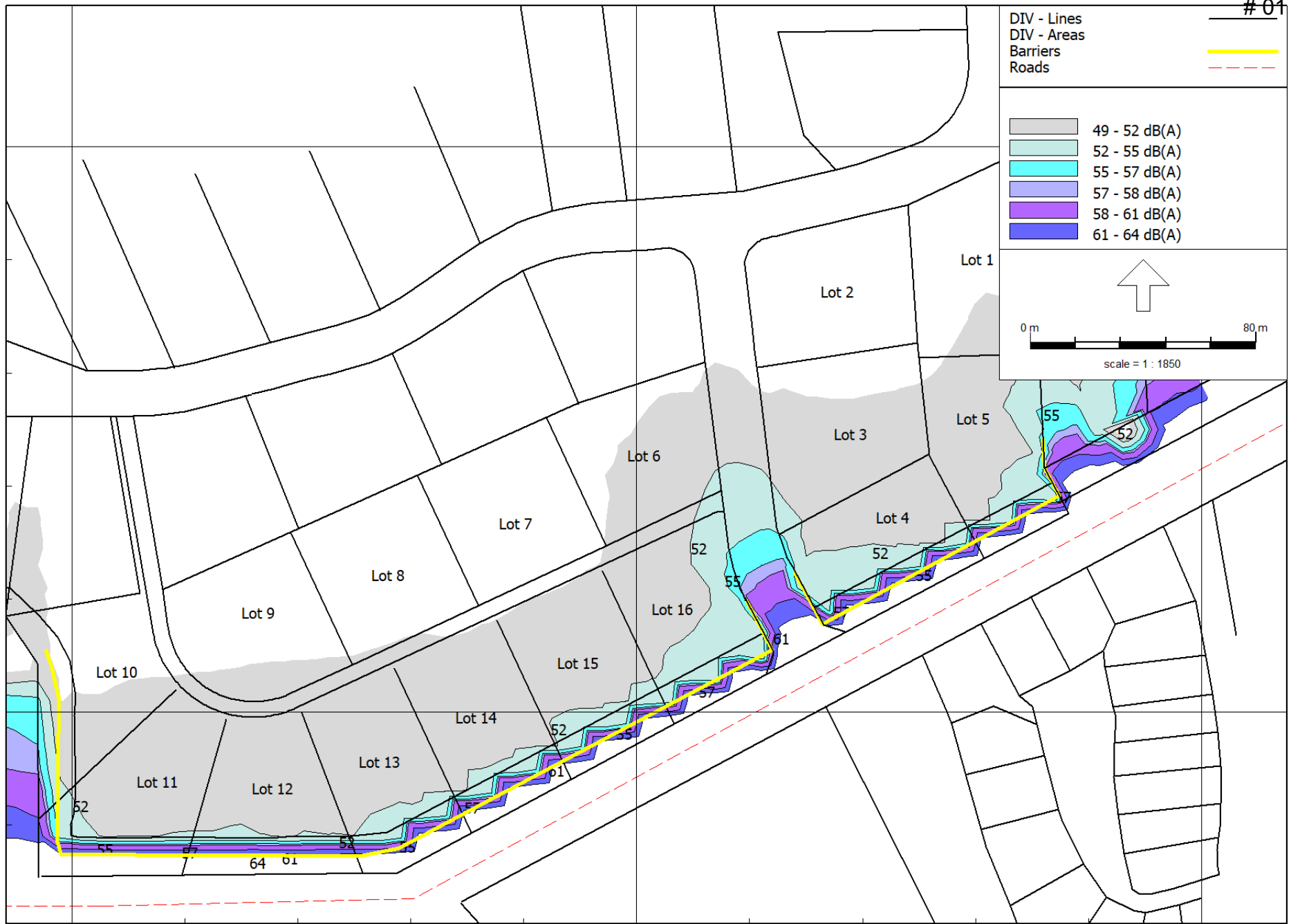
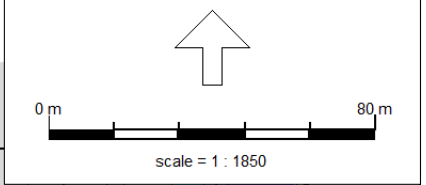
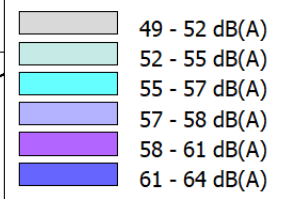
1733800

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01

DIV - Lines
 DIV - Areas
 Barriers
 Roads



5945600

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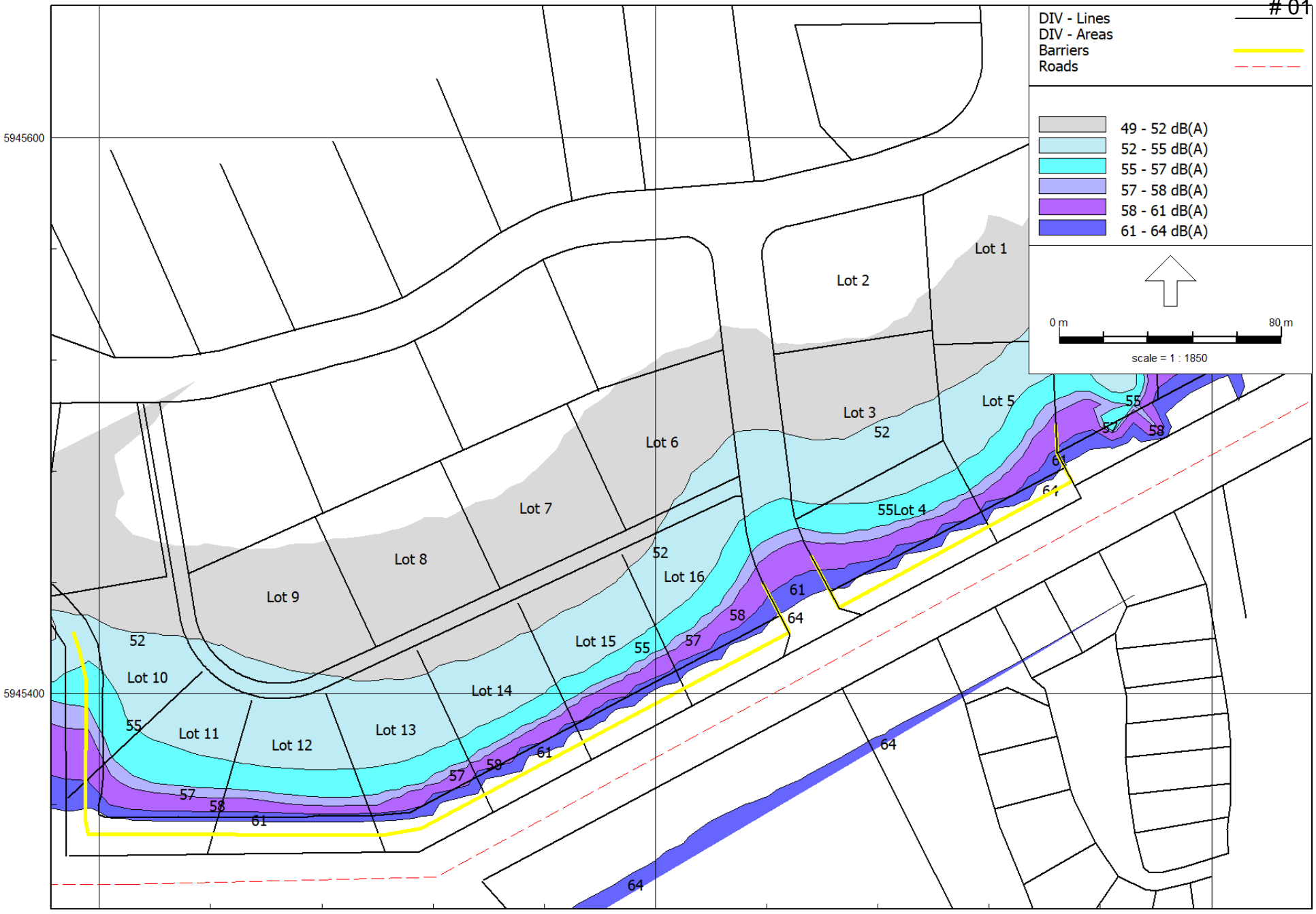
1734200

01

DIV - Lines	
DIV - Areas	
Barriers	
Roads	

	49 - 52 dB(A)
	52 - 55 dB(A)
	55 - 57 dB(A)
	57 - 58 dB(A)
	58 - 61 dB(A)
	61 - 64 dB(A)





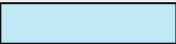

0 m 80m
 scale = 1 : 1850



Appendix C Typical construction requirements

The table below identifies the facade upgrades and mechanical ventilation / cooling requirements required for future residential dwellings constructed on the Site, based on the level of noise exposure across the Site. The requirements for each Noise Zone correspond to the colour of each noise band, as identified on the noise contour plans provided in Appendix B.

Because there is no specimen design available at this early stage, it is not possible to specify the nature of facade constructions required, or any upgrades. We have based our recommendations of whether upgrades might be required based on our experience with lightweight affordable housing designs used elsewhere in New Zealand.

Noise zone (refer to noise contours in Appendix B)	Façade upgrades	Ventilation and cooling
 Noise zone 1 61 – 64 dB	Minor upgrades may be required to glazing and light weight cladding systems, but not likely	Mechanical ventilation and cooling for all bedrooms and habitable rooms
 Noise zone 2 58 – 61 dB	No upgrades required	Mechanical ventilation and cooling for all bedrooms and habitable rooms
 Noise zone 3 55 – 57 dB	No upgrades required	Mechanical ventilation and cooling for all bedrooms and habitable rooms
 Noise zone 4 57 – 58 dB	No upgrades required	Mechanical ventilation and cooling for all bedrooms and habitable rooms
 Noise zone 5 52 – 55 dB	No upgrades required	Mechanical ventilation and cooling for all bedrooms and habitable rooms unless passive ventilation options are available that are not directly exposed to traffic noise.
 Noise zone 6 49 – 52 dB	No upgrades required	Passive

Attachment 6:

Letter sent to Heritage New Zealand Pouhere Taonga, dated 6 April 2022



THE PLANNING
COLLECTIVE

6 April 2022

Heritage New Zealand Pouhere Taonga
C/- Bev Parslow
Email: BParslow@heritage.org.nz

Dear Bev et al,

RE: Plan Change 70 - Riverview Properties Limited - 751 and 787 Kaipara Coast Highway, Kaukapakapa

Thank you for the submission provided by Heritage New Zealand Pouhere Taonga (HNZ) on Plan Change 70 (private), and for organising representatives to attend the online meeting on the 25th March 2022 to discuss the submission.

The key concerns raised in the HNZ submission fall into the following categories:

- Further assessment of the villa and its setting at 751 Kaipara Coast Highway is required to establish the age and heritage values of the villa; and
- That consultation with mana whenua has not been undertaken by the applicant and that a cultural values assessment is needed to determine and address any Māori cultural heritage values within the Plan Change area.

Villa at 751 Kaipara Coast Highway -

To address this aspect of the submission, Riverview Properties Limited (RPL) engaged Clough and Associates to undertake further historical research to determine whether an accurate construction date for the villa could be identified. A copy of the historical research is provided as **Attachment 1** to this letter. The further research was unable to specifically identify whether the house was constructed pre-1900s or early 21st century. The research did find that the house originally comprised of between four to five bedrooms and has been subject to substantial modifications and that the villa is identified as having low to moderate heritage/archaeological significance. We suspect this is why it was not included as a heritage site in the Unitary Plan or in Plan Change 27 of the Unitary Plan.

The research recommends that the villa is evaluated by a built heritage specialist to establish the current condition and heritage values, and if possible, determine the likely date of construction. RPL do not own 751 Kaipara Coast Highway and therefore landowner approval would be required in order for a built heritage assessment to be undertaken. RPL are unable to undertake this assessment at this time and in any event heritage values are best assessed and determined in relation to a specific development proposal. As to be addressed in the RPL further submission if the Plan Change cannot proceed without support from Heritage New Zealand in relation to the historic heritage issue; then RPL will seek to remove 751 Kaipara Coast Highway from the Plan Change. This outcome would likely delay the obtaining of any heritage assessment associated with future development because the existing zoning provides very little development potential for that site.

Iwi Consultation -

RPL undertook consultation with Mana Whenua as part of the initial subdivision for 30 residential sites and the creation of 751 and 787 Kaipara Coast Highway. No cultural concerns were raised with the initial subdivision, noting that 787 Kaipara Coast Highway comprises of effectively two paddocks which straddle residential development to the north, east and south and State Highway 16 (Kaipara Coast Highway). For these reasons, we understood it would be highly unlikely there would be any cultural issues, or impacts of this proposal on the cultural landscape associated with the Plan Change.

Furthermore, the statutory four-week period for submissions was extended by an additional two weeks to provide adequate opportunity for iwi to make a submission on the Plan Change. Auckland Council have confirmed that the relevant iwi groups were provided with an information letter prior to notification of the Plan Change, a further letter advising that the submission period was extended by two weeks to provide adequate opportunity for iwi to respond, and a follow up letter during the extended submission period to advise that the Plan Change was still open for submissions. Auckland Council received two responses from Ngāi Tai Ki Tāmaki and Ngāti Tamaoho who advised that either they had no comment or that the Plan Change area was not within their area of interest. No submissions, or related correspondence was received from iwi authorities.

For the above reasons we consider that previous consultation makes it unlikely that there would be cultural issues, or impacts on the cultural landscape. In our opinion the process has adequately provided opportunity for Mana Whenua to respond with any issues, concerns or matters of interest.

We would appreciate your consideration of the above matters and written confirmation that the concerns raised in the HNZ submission have been addressed. We would also appreciate you advising that on the basis of this information provided whether you do not wish to speak at a hearing. This may enable the Plan Change to be considered on papers by Independent Hearing Commissioner/s.

We look forward to hearing from you.

Yours sincerely



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+64 21 422346

Attachments:

1. 751 Kaipara Coast Highway, Kaukapakapa: Historical Research prepared by Clough & Associates Ltd, dated March 2022

Attachment 7:

Letter sent to Auckland Transport and Waka Kotahi NZ
Transport Agency, dated 6 April 2022



THE PLANNING
COLLECTIVE

6 April 2022

Auckland Transport

C/- Katherine Dorofaeff

Email: katherine.dorofaeff@at.govt.nz

Waka Kotahi NZ Transport Agency

C/- Ashleigh Peti and Hannah Thompson

Email: Ashleigh.Peti@nzta.govt.nz

Hannah.Thompson@nzta.govt.nz

Dear Katherine, Ashleigh and Hannah,

RE: Plan Change 70 - Riverview Properties Limited - 751 and 787 Kaipara Coast Highway, Kaukapakapa

Thank you for the submissions provided by Auckland Transport (AT) and Waka Kotahi NZ Transport Agency (NZTA) on Plan Change 70 to the Auckland Unitary Plan, and for attending the online meeting on the 24th March 2022 to discuss these submissions.

The key concerns raised in the AT and NZTA submissions fall into the following categories:

- An undersupply of walking and cycling connectivity between the Plan Change area to the northern township of Kaukapakapa and nearby bus routes, including a reliance on private vehicles for transport; and
- Potential state highway noise effects on residential development adjoining the Kaipara Coast Highway / State Highway 16.

Walking and Cycling Connectivity -

The Rodney West Greenways Plan includes future provision for walking and cycling facilities between the north and southern areas of Kaukapakapa. The indicative greenway route is to run alongside the Kaukapakapa River through a number of existing esplanade reserve areas and private property.

Following our meeting, we contacted a Kaukapakapa Residents and Ratepayers Association representative, Ant Woodward, for an update on the construction of the greenway. Mr Woodward confirmed that several south-western areas of the greenway have been physically formed, and that the northern aspect of the greenway route and bridge connection over the Kaukapakapa River has not been

finalised given the uncertainty regarding the final location of the bridge and walkway connections and funding constraints.

To facilitate the construction of the greenway adjoining the Plan Change area, Riverview Properties Limited (RPL) will be providing a financial contribution to assist the community will constructing of the bridge and walkway adjoining the Plan Change area. The contribution will be based on the calculated actual cost of providing a bridge. This will enable the bridge to be constructed should the walkway / greenway on the opposite side of the river to Riverview be constructed. Until this access is constructed there is no physical point in providing the bridge. RPL will construct the walkway within the Stage 1 development that will enable connectivity to the desired bridge location.

RPL engaged Aspire Consulting Engineers to prepare a Memorandum investigating the design and cost associated with constructing a potential bridge link over the Kaukapakapa River, a copy of which is provided as **Attachment 1** to this letter. The memo recommends that a set of stairs with a cycle wheel ramp be constructed within Local Purpose Reserve Lot 42 DP 523159, and that a 40m long and 1.2m wide bridge be constructed across the Kaukapakapa River. The memo provides a cost estimate of \$300,000 + GST for construction of the bridge.

Potential state highway noise effects on future residential development -

RPL engaged Styles Group to prepare a noise report to determine the effects of road-traffic noise on future residential development of 787 Kaipara Coast Highway. A copy of the assessment is provided as **Attachment 2** to this letter. The report provides a number of recommendations to mitigate potential noise effects for sites fronting Kaipara Coast Highway.

RPL will be constructing a 1.5m high acoustic fence on top of the existing planted earth bund and into the property as shown in Figure 7.1 (page 10) of the attached noise report. The acoustic fence will be installed carefully amongst the existing plantings, as part of the subdivision consent for 787 Kaipara Coast Highway. Furthermore, dwellings on proposed Lots 4 - 5, and 11 - 16 will be restricted to single-level which will be secured on the new sites by way of a consent notice pursuant to s221 of the RMA.

We consider that the acoustic measures to be implemented as part of the subdivision of 787 Kaipara Coast Highway will sufficiently mitigate potential reverse sensitivity effects of the subdivision and addresses the state highway noise concerns raised in the submission. These outcomes will be secured by consent conditions requiring works to be completed prior to s224 and also ongoing consent notice conditions registered pursuant to s221 of the Act.

We would appreciate your consideration of the above matters and written confirmation that the concerns raised in the AT and NZTA submissions will be addressed by the measures proposed to be secured via the subdivision resource consent.

If the measures proposed in this letter are acceptable to you and address the matters raised in your submissions, we would greatly appreciate your written advice to that effect. We would also appreciate you advising that on the basis of these measures you do not wish to speak at a hearing. This may enable the Plan Change to be considered on papers by Independent Hearing Commissioner/s.

We look forward to hearing from you.

Yours sincerely



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Attachments:

1. Memorandum prepared by Aspire Consulting Engineers, dated 4 April 2022
2. Assessment of Road-Traffic Noise Effects prepared by Styles Group, 24 March 2022

End of Report

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THE PLANNING
COLLECTIVE



APPENDIX FIVE

SECTION 42A REPORT AUTHOR QUALIFICATIONS AND EXPERIENCE

Section 42A Report Author – qualifications and experience statement

1. My full name is Joanna Hart. I am a Senior Policy Planner in the Planning – Regional, North, West and Islands Unit (Plans and Places Department) employed by Auckland Council. I am the reporting planner for Private Plan Change 70 – 751 and 787 Kaipara Coast Highway, Kaukapakapa.
2. I hold the qualifications of Bachelor of Science from the University of Auckland (1999) and Master of Planning Practice from the University of Auckland (2001). I am an associate member of the New Zealand Planning Institute. I have worked as a planner for 15 years for local authorities including the former North Shore City Council (February 2007 – October 2010) and Auckland Council (November 2010 – present).
3. My key responsibilities in my role as a senior policy planner includes processing and reporting on plan changes and notice of requirements. And contributing to area spatial plans. I wrote evidence and appeared at the Independent Hearing Panel hearings for the Auckland Unitary Plan in 2016. I also provided planning evidence, in support of Auckland Council’s submission on the Northern Corridor Improvement Project notices of requirement, to the Board of Inquiry in 2017.

