

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 85 (Private):

48 Esmonde Road, Takapuna

SUMMARY OF DECISIONS REQUESTED

Enclosed:

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by 8 December 2022.
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Change 85 - 48 Esmonde Road, Takapuna					
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Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
1		not allocated			
2	2.1	Bryce Morgan	b.morgan1990@gmail.com	Decline the plan change.	Decline the plan change. The previously agreed layout needs to be retained for the benefit of the community and has sufficient housing numbers. The further removal of green space, taller buildings and more buildings is not fair and balanced against the needs of the wider community.
3	3.1	Ulrik Olsen	ulrik@scarboroughgroup.co.nz	Approve the plan change without any amendments	Approve the plan change without any amendments. Large scale development, built to last, makes New Zealand a better place in the long run.
4	4.1	Margo Etta Angland-Boerop	margo.angland@gmail.com	Approve the plan change without any amendments	Approve the plan change without any amendments. We need to preserve land bordering the coast and keep areas open for nature and public access.

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Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
5	5.1	Peter Joseph Owens	pjowenspj@yahoo.co.nz	Decline the plan change, but if approved, make the amendments I requested.	Amend the plan change to include a bus lane down the length of Esmonde Rd from Burns Ave to the existing bus lane entering the motorway, to address traffic flow effects on Esmonde Rd.
6	6.1	Gulf Enterprises Limited c/- Rowan Jeffrey Barbalich	rbarbalich@milesgroup.co.nz	Approve the plan change without any amendments	Approve the plan change without any amendments. The proposal appears well planned, providing much needed residential and hospitality accommodation close to public transport, road and public amenities,
7	7.1	Steven Arthur	stevenarthur11@gmail.com	Decline the plan change.	Decline the plan change. The proposed provisions will have significant visual, light, shade and wind impacts to the surrounding area, in particular Spencer Terrace.
7	7.2	Steven Arthur	stevenarthur11@gmail.com	Decline the plan change.	Decline the plan change. The 0.55 car parks per unit is too low and the actual requirement is closer to 1.5 - 2 cars per unit. The assessment does not take into account the cycle path to Francis Street that will become the residents path to their on-street parking. There are already existing challenges with out of area people parking cars to use the bus service on Esmonde Rd.

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7	7.3	Steven Arthur	stevenarthur11@gmail.com	Decline the plan change.	Decline the plan change. The Council should be acting in line with the existing Unitary Plan and not setting precedents by adjusting zones. The development proposed is not appropriate for the site, nor is the site in a position to be adjusted to a higher density zoned area. The developers are giving nothing. The seawall/coastal boundary is proposed in their existing development plan.
8	8.1	Jo Walkinshaw	JoW@heritagehotels.co.nz	Decline the plan change.	Decline the plan change. The increased (553) units will create an urban ghetto with negative environmental impacts. Traffic management is not convincing and Esmonde Rd cannot handle another 300+ cars per day. People will not cycle or use public transport. Adverse effects on nearby mangroves and impacts on bird life.
9	9.1	Victoria Isobel Bawden	rci_interiors@yahoo.co.nz	Decline the plan change.	Decline the plan change. Why is there a private plan change request by a private entity to pretend to save the foreshore and reserve which is already protected by Council.

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10	10.1	Sharon Eve Lightfoot	yoga.pilates4u@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. While there are positive ecological premises, building height should be reduced as up to 16 storeys could become a dominating and unattractive structure, with subsequent effects on light and wind tunnels.
11	11.1	Jonathan Peters	jonny@hirestaff.co.nz	Decline the plan change.	Decline the plan change as it will increase travel times and congest parking on our roads.
12	12.1	Catherine Jane Peters	cat@hirestaff.co.nz	Decline the plan change.	Decline the plan change as it will significantly impact the visual view from our property and will increase the amount of traffic on Esmonde Rd and surrounding areas.
13	13.1	Josephine Clotworthy	olandj@outlook.com	Decline the plan change.	Decline the plan change due to impacts on property value and visual impacts; intensity and height of buildings; noise impacts; increased road noise and congestion.
14	14.1	Hermawan Ong	hermanong2810@gmail.com	Decline the plan change.	Decline the plan change as 550 dwellings is too much. Stick to the original plan. Provide at least 1 car park per dwelling.
15	15.1	Sonja Stephen	2/27 Francis Street Hauraki Northshore City 0922	Decline the plan change.	Decline the plan change. The developer should make provision for visitors and parking and there should be no walkway to Francis Street.

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16	16.1	Claudia and Martin Tasker attn Martin Tasker	thetaskersnz@gmail.com	Decline the plan change.	Decline the plan change. The rezoning of the coastal edge to Open Space - Conservation Zone is a move in the right direction but, diluted by the proposed Precinct. The density and buildings up to 16 storeys constitutes over intensification of the site with adverse landscape and visual effects on Shoal Bay.
16	16.2	Claudia and Martin Tasker attn Martin Tasker	thetaskersnz@gmail.com	Decline the plan change.	Decline the plan change. The Landscape & Visual Assessment (viewpoint 2) shows the effect the proposed development would have from the top of Napier Ave. But it is a very different perspective from our property at the end of the street, at water level. This aspect is not included in the submission. Therefore the impact on those around the Shoal Bay basin is not fully or fairly represented.
16	16.3	Claudia and Martin Tasker attn Martin Tasker	thetaskersnz@gmail.com	Decline the plan change.	Decline the plan change. The 'island' site of the proposed development will be in direct line of site from our house, in particular our main deck and living areas, and will dominate the skyline. This results in detrimental effects on our visual aspect and lifestyle.

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16	16.4	Claudia and Martin Tasker attn Martin Tasker	thetaskersnz@gmail.com	Decline the plan change.	Decline the plan change. The development will take its toll on the environment. The increased population using the proposed boardwalk around the perimeter of the property and walk/cycle way across to Francis Street will intrude on the environment and affect the natural habitat of marine and bird life - which is significant in the bay.
16	16.5	Claudia and Martin Tasker attn Martin Tasker	thetaskersnz@gmail.com	Decline the plan change.	Decline the plan change as the proposed changes constitute an over-development of a site which has significant environmental and visual importance. The plan change allows for a massive complex on a prominent Takapuna site creating a large community of people which will have a negative impact on the area, affect visitors to the North Shore and will dominate the gateway to Takapuna, altering the perception of this seaside suburb with its laid back Kiwi vibe.
17	17.1	Patrick Sek Wo Cheung	cheung381@hotmail.com	Decline the plan change.	Decline the plan change as the visual impact to Francis Street will be detrimental and will impact property value. New residents and visitors to the Precinct will park their cars on surrounding streets and adversely impact traffic flows on Esmond Rd.

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18	18.1	Helen Chadwick	Gazzahels1000@gmail.com	Decline the plan change.	Decline the plan change as there are rare birds in Shoal Bay and an amazing bird of prey. The additional development will be detrimental to the environment. Also regarding schooling, medical clinics, where will everyone go. The traffic on the already busy Esmonde Rd.
19	19.1	Gary Chadwick	garychadwick1000@gmail.com	Decline the plan change.	Decline the plan change as 16 storeys will tower over Spencer Terrace and Francis Street and reduce privacy hugely.
20	20.1	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as it is inappropriate to continue intense and unnecessary development around the coastal areas of the Gulf given the already significant decline of water quality, indigenous species and biodiversity of the Hauraki Gulf. Residential housing does not have a functional need to be located in the coastal environment and coastal margins should be retained and restored to provide an important habitat to coastal species. Development at this location will release sediment from construction activities and create ongoing impacts from use including stormwater, run-off, lighting, and pets (predators) on the coastal environment.

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20	20.2	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	<p>Decline the plan change as the proposed development would accentuate the main threats for seabirds such as:</p> <ul style="list-style-type: none"> • Sedimentation and run-off which impacts profitability of foraging areas and/or creates turbid waters, • Artificial lights from the development which is known to severely impact seabird behaviour. • Predator threats such as dogs and cats which will increase from residents, which are known to attack or harass seabirds and their nests, • Increased human activity in the area will alter feeding, roosting and breeding habitats and compromise ecosystem processes, and increased vehicles in the area which may result in higher road fatalities. <p>None of these threats is able to be avoided and together contribute to significantly adverse cumulative effects on the Gulf's birdlife.</p>

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20	20.3	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as the intensification of the proposed development has the potential for significant adverse effects on natural character, natural landscape and indigenous biodiversity, particularly when considering future effects and cumulative effects over time.
20	20.4	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as due to sea level rise (SLR), an effect of coastal squeeze will occur. The shoreline surrounding the site is to significantly migrate landwards due to erosion and slope instability, some areas of what is currently the carpark and road being significantly affected as early as 2050.
20	20.5	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as the area currently mapped for a boardwalk in the masterplan will contribute to the cumulative effects of coastal squeeze. The introduction of a boardwalk and consequential increased human activity will further limit the availability of habitat for birdlife to retreat. The relevant coastal environment is essential for the shorebird populations, such as the at risk banded rail/moho pererū, as they both feed and breed in this space.

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20	20.6	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change, but if the application is to be granted, restoration provisions should be included to rehabilitate natural coastal features and processes. This could include extending the 'Open Space – Conservation Zone' further landward to allow for natural ecosystem processes and to create habitat for indigenous species. This opportunity, for restoration, should be taken ahead of more intensive development which would only further degrade natural character. At the very least the proposed development should be reconsidered and reduced to provide for restoration over the greater extent of the site and also to take into account climate change and sea level rise.
20	20.7	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as the introduction of high rise buildings will significantly increase the potential for adverse effects to birdlife. Policy 11 of the NZCPS and Policies (9) and (10) in E15 of the Unitary Plan require the avoidance of adverse effects on indigenous species and habitats that are listed as threatened or at risk in the New Zealand Threat Classification System (NZTCS) lists.

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20	20.8	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as the development is inappropriate for the site. Council should consider opportunities for restoration of natural character of the coastal margin to improve inland habitat connectivity and breeding, roosting and feeding for many sea and shorebirds which at risk or threatened.
20	20.9	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change due to the effects of the discharge of sediment and stormwater into the tidal shorebird feeding areas during and following construction. Estuary sedimentation and contamination has increased. A consequence of this is that the number of species present, specific habitats and populations have reduced. There is the need to ensure that adverse effects on the Gulf are limited, and where possible, reversed. While mitigation measures may be employed, any adverse effects to the receiving environment of the Gulf are inappropriate given the national significance of this environment and its already degraded state.

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20	20.10	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as the cumulative effects will become detrimental to the birdlife and supporting terrestrial and marine environment of the Gulf.
20	20.11	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as the site is surrounded by land and infrastructure (such as Esmonde Road) susceptible to the effects of climate change, SLR and the associated increased hazard risk. By intensifying development in this area, there becomes significantly more risk to people and built assets such as the planned boardwalk, the required new wastewater and new stormwater features. Policy 25 of the NZCPS sets direction with respect to development in areas of coastal hazard risk.

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20	20.12	Royal Forest and Bird Protection Society of New Zealand Inc Attn: Carl Morgan	c.morgan@forestandbird.org.nz	Decline the plan change.	Decline the plan change as the proposal fails to consider and act on the planning requirements in sections 6(a) and (c) of the RMA; sections 7 and 8 of the Hauraki Gulf Marine Part Act; and the RPS particularly B8.5, policies (1), (2), (3) and (9). The site is adjacent to a Significant Ecological Area - Marine 2 (SEA-M2) which is defined as most vulnerable to any adverse effects of inappropriate subdivision, use and development, and the adverse effects from proposed use of land will disregard the SEA-M2 management purpose.

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21	21.1	Nicholas Peter Penfold	saranic22a@gmail.com	Decline the plan change.	Decline the plan change as the visual impact of 16 storeys will be detrimental to our way of life, view and property values. Noise from 550 apartments will cross the mangroves and affect property owners health. Emsonde Rd will be will be detrimentally affected by the increased amount of pedestrians using the crossing adjacent to the development and by vehicles leaving the site to enter the traffic flow. The car parking allowance of 0.55 car parks per dwelling is too low and could impact on our streets, especially Francis St, if occupants decide to park their vehicles in the area and use the new foot bridge to access the apartment block.

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22	22.1	Clayton Tikao	claytikao@gmail.com	Decline the plan change.	Decline the plan change as there is potential for loss of winter sun and the height of buildings is not in keeping with the surrounding area. Assessments on the visual and sun impacts from the buildings barley mention Spencer Terrace, one of the key streets impacted by the development. Not clear how many 16 storey buildings could be built. There is not enough car parking. Managed accommodation is not going to solve Auckland's housing issues.
23	23.1	Robert Charles Cramond	robcrmond@hotmail.com	Decline the plan change.	Decline the plan change as any increase as proposed will compound parking issues. The proposed foot bridge to Francis St will negatively impact the residents of Francis St and the surrounding streets, as the residents / visitors in the development will use surrounding streets for free parking. Residents will not use public transport. The proposal will add to the congestion on Esmonde Rd and the wider area. Adverse ecological and cumulative effects on Shoal Bay from boardwalk and proposal.

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24	24.1	Linda Nairn	rob1inda@xtra.co.nz	Decline the plan change.	Decline the plan change as any increase as proposed will compound parking issues. The proposed foot bridge to Francis St will negatively impact the residents of Francis St and the surrounding streets, as the residents / visitors in the development will use surrounding streets for free parking. Residents will not use public transport. The proposal will add to the congestion on Esmonde Rd and the wider area. Adverse ecological and cumulative effects on Shoal Bay from boardwalk and proposal.
25	25.1	Peter John Fairclough	114711@gmail.com	Decline the plan change.	Decline the plan change as to allow a multi-storey development of the proposed magnitude within the coastal zone would set an undesirable precedent and is not in line with any provisions in the current District Plan.
26	26.1	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the excessive proposed height and position of buildings.

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26	26.2	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved make amendments to address the lack on on-site parking for the number of residents and facilities and require the provision of adequate on-site parking and loading.
26	26.3	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure adverse effects of the boardwalk and proposed cycleway to Francis St, on the environment, coastal area and bird life are understood and considered and conditions imposed.
26	26.4	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure that the significant ecological area adjacent to the site is protected.
26	26.5	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the building coverage and maximum impervious area calculations are measured within the legal boundaries of the site based on current zoning. Stormwater runoff should be controlled and not runoff down and over the park.

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26	26.6	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that adverse shading of the natural environment is avoided.
26	26.7	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. The Precinct seeks to encourage the use of non-car based trips. For a development of this size, here is an opportunity to implement the initiative of car sharing. Requiring the developer to 'consider' alternative methods is inadequate.
26	26.8	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide a clear indication of the 'boundary' between what is private land and what is 'Coastal Reserve' public land. The Precinct needs to take responsibility for fencing and/or signage so that health and safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

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26	26.9	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide facilities such as green space and open space and a children's playground on the site. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the increase in population.
26	26.10	David Morrison	davidgmo.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure there is detail of infrastructure contributions to water, wastewater and other services by the developer to ensure local infrastructure continues to function well.
27	27.1	Michelle Morrison	michelle.morrison.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the excessive proposed height and position of buildings.
27	27.2	Michelle Morrison	michelle.morrison.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved make amendments to address the lack on on-site parking for the number of residents and facilities and require the provision of adequate on-site parking and loading.

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27	27.3	Michelle Morrison	michelle.morrison.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure adverse effects of the boardwalk and proposed cycleway to Francis St, on the environment, coastal area and bird life are understood and considered and conditions imposed.
27	27.4	Michelle Morrison	michelle.morrison.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure that the significant ecological area adjacent to the site is protected.
27	27.5	Michelle Morrison	michelle.morrison.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the building coverage and maximum impervious area calculations are measured within the legal boundaries of the site based on current zoning. Stormwater runoff should be controlled and not runoff down and over the park.
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27	27.8	Michelle Morrison	michelle.morrison.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide a clear indication of the 'boundary' between what is private land and what is 'Coastal Reserve' public land. The Precinct needs to take responsibility for fencing and/or signage so that health and safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.
27	27.9	Michelle Morrison	michelle.morrison.nz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide facilities such as green space and open space and a children's playground on the site. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the increase in population.

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28	28.1	Beverley Joy Weaver	bweavernz@yahoo.co.uk	Decline the plan change.	Decline the plan change as traffic and damage to the environment, especially flora and fauna is extremely bad. Esmonde Rd is a bottleneck at the moment without adding to the congestion. I support, and add my name to the submission made by Michell Morrison [Submission 27].
29	29.1	Linda Haynes	honzbro@actrix.co.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to lower the height of buildings as 16 levels is too high for a coastal area and the height will block sun and light from surrounding residents.
30	30.1	Rochelle Fogarin	rjfogarin@hotmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the excessive proposed height and position of buildings.

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30	30.9	Rochelle Fogarin	rjfogarin@hotmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide facilities such as green space and open space and a children's playground on the site. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the increase in population.
30	30.10	Rochelle Fogarin	rjfogarin@hotmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure there is detail of infrastructure contributions to water, wastewater and other services by the developer to ensure local infrastructure continues to function well.
31	31.1	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the excessive proposed height and position of buildings.
31	31.2	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved make amendments to address the lack on on-site parking for the number of residents and facilities and require the provision of adequate on-site parking and loading.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
31	31.3	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure adverse effects of the boardwalk and proposed cycleway to Francis St, on the environment, coastal area and bird life are understood and considered and conditions imposed.
31	31.4	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure that the significant ecological area adjacent to the site is protected.
31	31.5	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the building coverage and maximum impervious area calculations are measured within the legal boundaries of the site based on current zoning. Stormwater runoff should be controlled and not runoff down and over the park.
31	31.6	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that adverse shading of the natural environment is avoided.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
31	31.7	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. The Precinct seeks to encourage the use of non-car based trips. For a development of this size, here is an opportunity to implement the initiative of car sharing. Requiring the developer to 'consider' alternative methods is inadequate.
31	31.8	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide a clear indication of the 'boundary' between what is private land and what is 'Coastal Reserve' public land. The Precinct needs to take responsibility for fencing and/or signage so that health and safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.
31	31.9	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide facilities such as green space and open space and a children's playground on the site. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the increase in population.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
31	31.10	David Callaway	callawaydmd@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure there is detail of infrastructure contributions to water, wastewater and other services by the developer to ensure local infrastructure continues to function well.
32	32.1	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the excessive proposed height and position of buildings.
32	32.2	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved make amendments to address the lack on on-site parking for the number of residents and facilities and require the provision of adequate on-site parking and loading.
32	32.3	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure adverse effects of the boardwalk and proposed cycleway to Francis St, on the environment, coastal area and bird life are understood and considered and conditions imposed.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
32	32.4	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure that the significant ecological area adjacent to the site is protected.
32	32.5	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the building coverage and maximum impervious area calculations are measured within the legal boundaries of the site based on current zoning. Stormwater runoff should be controlled and not runoff down and over the park.
32	32.6	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that adverse shading of the natural environment is avoided.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
32	32.7	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. The Precinct seeks to encourage the use of non-car based trips. For a development of this size, here is an opportunity to implement the initiative of car sharing. Requiring the developer to 'consider' alternative methods is inadequate.
32	32.8	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide a clear indication of the 'boundary' between what is private land and what is 'Coastal Reserve' public land. The Precinct needs to take responsibility for fencing and/or signage so that health and safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.
32	32.9	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide facilities such as green space and open space and a children's playground on the site. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the increase in population.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
32	32.10	Mary Boldero	maryboldero@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure there is detail of infrastructure contributions to water, wastewater and other services by the developer to ensure local infrastructure continues to function well.
33	33.1	Deirdre Teresa McLean Attn: Clayton T	dee@popcorn.net.nz	Decline the plan change.	Decline the plan change as it is not clear why the zoning change has been sought. The original 6 or 7 storeys was acceptable. 16 storeys is not acceptable. Concerned about privacy, sunlight and visual impairment primarily; and there are less car parks than dwellings proposed which is likely to have implications for Hart, Spencer and Francis Street's. Managed accommodation will not solve the housing crisis. Adverse effects on native birdlife.
34	34.1	Marion Susan Fraser	marionfraser34@gmail.com	Decline the plan change.	Decline the plan change as it will create adverse stormwater and sediment effects

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
34	34.2	Marion Susan Fraser	marionfraser34@gmail.com	Decline the plan change.	Decline the plan change as it will result in adverse effects on several endangered species including the banded rail / moho pereru, wrybills, dotterel - banded and NZ, godwits, variable oyster catchers and red-billed gulls.
34	34.3	Marion Susan Fraser	marionfraser34@gmail.com	Decline the plan change.	Decline the plan change due to the effects on birds such as bird strike. A large number of birds fly through this space; and artificial light pollution is a known issue disadvantaging migratory birds.
34	34.4	Marion Susan Fraser	marionfraser34@gmail.com	Decline the plan change.	Decline the plan change as any encroachment into the coastal environment by board walks and people using them is a threat to the peaceful habitation of birds and other fauna.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
35	35.1	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments so that the trip count for the ECE alone is based on licence numbers and any assumption that the ECE is only used by residents should be removed. The proposed zone change significantly understates the impact of traffic, especially the assumption that traffic for early childhood centre (ECE), store, cafes and gym on site be calculated based on carparks. ECE have a high peak hour traffic rate. The increased car flow allowed for in the traffic report is demonstrably low with existing users also likely to be entering the site. 2 x FTE's for ECE would mean only 10 children at the ECE.
35	35.2	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. The massing proposed will negatively impact the thousands of residents who travel on Esmonde Rd. The 'gateway' improvements stated in the plan change could be achieved with the status quo which has a lower negative impact.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
35	35.3	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments. High-rise development should be prioritised within existing zones that do not create new busy intersections on major thoroughfares.
35	35.4	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. The development site is elevated compared to neighbours to the south. Winter shadowing will occur in the southern residential neighbourhoods to the south. This is demonstrated in viewpoint 1. This shadowing won't occur under the status quo.
35	35.5	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure sufficient parking to support short term stays and so that residents will not park in surrounding neighbourhoods.
35	35.6	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so the status quo, which has a lesser visual impact, is maintained. The proposed massing visually does not fit with existing use and surrounding neighbourhoods.

Plan Change 85 - 48 Esmonde Road, Takapuna

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
35	35.7	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the existing bus stop on Esmonde Rd is not moved. Hundreds of residents in Hauraki (south of Esmonde and west of Lake Rds) would have to walk across the intersection of Esmonde Rd and Burns Ave or walk to the new intersection at 48 Esmonde Rd. This will result in additional disruptions to traffic on Esmonde Rd and negatively impact residents.
35	35.8	Darrel Kinghan	darrel.kinghan@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to how the plan change has been notified. While changes to open space were outlined, the 16 storeys and massing changes were not clearly outlined. This created an inference of positivity. Affected resident consultation will be open to review and challenge.

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Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
36	36.1	Hauraki Resident Attn: Emily Palmer	empalmer@xtra.co.nz	Decline the plan change.	Decline the plan change as the impact on visual amenity is greater than less than minor. Over height apartments will be visible from the eastern side residential neighbourhood. There has to been any evidence provided that there is no visual impact to support a conclusion that there is no visual impact.
36	36.2	Hauraki Resident Attn: Emily Palmer	empalmer@xtra.co.nz	Decline the plan change.	Decline the plan change as it is not enough to justify additional height to that already consented by proposing that it may be mitigated when more THAB intensification occurs. The assumption is not true, if greater building height is accepted then it becomes the benchmark.
36	36.3	Hauraki Resident Attn: Emily Palmer	empalmer@xtra.co.nz	Decline the plan change.	Decline the plan change as Shoal Bay is a unique coastal and ecological environment to be protected. It is part of the natural environment for all to view and be connected to. It is not for a select few high level developments to ring fence and enclose.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
36	36.4	Hauraki Resident Attn: Emily Palmer	empalmer@xtra.co.nz	Decline the plan change.	Decline the plan change as it does not take into proper account the effects of additional vehicle traffic that will be generated by the proposal. The provision of 0.55 car parks per dwelling is not sustainable. Not all occupants will use public transport.
36	36.5	Hauraki Resident Attn: Emily Palmer	empalmer@xtra.co.nz	Decline the plan change.	Decline the plan change as the provision of a bridge and pedestrian walkway across Shoal Bay to Esmonde Rd is a further erosion of the natural habitat. Additional structures will effect tidal flow. Plus, the residential streets to the east (i.e. Francis St, Norman Rd and Hart Rd) will become default street parking areas by residents of the plan change area.

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Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
37	37.1	Katherine Boys	kmboys13@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to the scale of buildings so there is sufficient air and ground space between them. Building coverage should be restricted to the ratio of ground coverage that applies to all other new buildings. The coastal margin should not count for mitigating stormwater. Some of the natural environment will be shaded and the proposal is very dense, with no provision for on-site recreational space, inadequate vehicle consideration, and the boardwalk will upset the coastal habitat.
38	38.1	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Approve the plan change subject to resolving Auckland Transport's concerns, as outlined in it's submission.
38	38.2	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend the measures included in the precinct provisions which are aimed at mitigating the traffic effects of the Plan Change to ensure all mitigation measures are effective.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.3	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	An assessment should be undertaken as to whether any of the proposed mitigation measures in the precinct plan need to be retained as “qualifying matters” under s771 of the RMA. More specifically, an assessment is required of Table I553.4.1(A16) and the associated Table I553.6.12.2 as well as activities (A13) to (A15) in Table I553.4.1 and the associated precinct provisions.
38	38.4	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Auckland Transport supports paragraph 7 of the I553.1 Precinct Description as it describes how the precinct sets out to manage effects as they relate to transport matters. Retain as drafted.
38	38.5	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Auckland Transport supports Takapuna 2 Precinct taking advantage of the frequent public transport in close proximity to the site and, more generally, supports promoting alternatives to private vehicle travel. Objective 1(d) also aligns with various objectives and policies related to transport matters in the Regional Policy Statement (‘RPS’) of the AUP(OP), such as B3.3.1 (1)(e). Retain as drafted.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.6	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Auckland Transport supports Objective I553.2(1)(e). Retain as drafted.
38	38.7	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Auckland Transport supports Objective I553.2(2)(c). Retain as drafted
38	38.8	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend I553.2 Objective (2)(d) as follows: <i>(d) ensures that the intensity of development is appropriate for the adjacent surrounding transport network</i> . To ensure that the objective applies to the surrounding transport network rather than the adjacent transport network, given the scale of redevelopment provided for within the Takapuna 2 Precinct.
38	38.9	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Supports Policies I553.3(2)(a) and (b). Retain as drafted.

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Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.10	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend Policy I553.3(2)(c) as follows: <i>(c) promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwelling and non-residential floorspace anticipated for vehicle trips anticipated by the precinct.</i>
38	38.11	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend Policy I553.3(3)(a) to clarify the intended meaning.

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Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.12	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend Policy I553.3(8) to clarify that the plan change should ensure the safe, efficient and effective operation of the surrounding transport network is maintained, given the scale of redevelopment. Amend as follows: <i>(8) Ensure that the safety, efficiency and effectiveness of the adjoining surrounding transport network is maintained, taking into account the anticipated maximum number of dwellings <u>vehicle trips</u> and non-residential floorspace enabled anticipated by the precinct, by requiring intersection improvements that are aligned to the level of congestion caused by vehicles entering and exiting the precinct.</i>
38	38.13	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Supports Policy I553.3(9). Retain as currently drafted.

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Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.14	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend Policy I553.3(10) as follows: <i>(10) Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes, including by way of a bus shuttle service to Takapuna or other locations where this is practicable and can be legally secured, such that the traffic generated by activities in the precinct does not exceed 420 vehicles per peak hour; and require an Integrated Transport Assessment to the satisfaction of Auckland Transport.</i>
38	38.15	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Supports activities (A4), (A5), (A6), (A12), (A13), (A14), (A15), (A18) in activity table I553.4.1. Retain as currently drafted.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.16	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend the activity status for Rule 1553.4.1(A16) from D (Discretionary) to <u>NC</u> (Non-Complying) as limiting vehicle movements to 420 in the peak is critical in mitigating the effects of the Plan Change on Esmonde Road and, therefore, any proposal to exceed this should be subject to a more restrictive activity status to ensure that the limit is not exceeded. The documents submitted with the Plan Change have not outlined scenarios where development exceeding 420 vehicle movements in the peak would be appropriate. It is, therefore, more appropriate to provide for any proposal to exceed this to be assessed as a non-complying activity.
38	38.17	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Support the notification statements in 1553.591). Retain as currently drafted.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.18	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Support standard I553.6.11 Maximum On-site parking. Retain as currently drafted.
38	38.19	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	To ensure consistency with standard terminology, amend standard I553.6.12 Transport infrastructure development thresholds, as follows: <i>Purpose: To ensure that the precinct maintains the safe, and efficient and effective operation of the local transport network.</i>
38	38.20	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend Table I553.6.12.1 Integrated transport infrastructure upgrade requirements to add a new infrastructure requirement where the occupation threshold is 1 dwelling or any non-residential activity, as follows: <i>"Provision of a new bus stop to the west of the site access on the southern side of Esmonde Road."</i> as the resource consented (LUC60359471) drawing number C302, shows a new bus stop to the west of the intersection. This bus stop would support the shift away from private vehicle travel outline in policy 2(c).

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Summary of Decisions Requested					
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38	38.21	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Support Table I553.6.12.2 Transport review thresholds. Retain as currently drafted.
38	38.22	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend the purpose statement of standard I553.6.13 Commercial GFA and location control as follows: <i>Purpose: To enable commercial activities and healthcare facilities in identified locations on Precinct Plan 1 without compromising the role, function and viability of existing centres and to maintain the effective, efficient and safe operation of Esmonde Road.</i>
38	38.23	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Support standard I553.6.13 Commercial GFA and location control (1) and (3). Retain as currently drafted.

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Summary of Decisions Requested					
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38	38.24	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Support matters of discretion I553.8.1(2),(3) and (5). Retain as currently drafted.
38	38.25	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Auckland Transport supports the restricted discretionary activity status for development that complies with Table I553.6.12.1 and Standard I553.6.12(1). The matters of discretion under I553.8.1 (4) are also supported. Retain as currently drafted. However, associated assessment criteria to address transport matters should also be introduced in I553.8.2.

Plan Change 85 - 48 Esmonde Road, Takapuna

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.26	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Remove Assessment criteria I553.8.2 (1)(e)(ii)(b) as follows: <i>(ii) appropriate provision is made for:</i> <i>a) pedestrian, cycle and vehicle movements;</i> <i>b) car parking (while minimising reliance on private vehicle use) ;</i> <i>c) infrastructure services;</i> <i>d) the ability to connect to Francis Street with a pedestrian link ; and,</i> <i>e) capacity of the roading network:</i> Alternatively, the I553.8.2 (1)(e)(ii)(b) could be amended to more broadly refer to location and design of car parking.
38	38.27	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend Assessment criteria I553.8.2(2) as follows to provide clarity and consistency: <i>(2) Commercial activities and Healthcare facilities (excluding drive through) of more than 200m2 gross floor area per tenancy that comply with Standard I553.6.13 – Commercial GFA and location control:</i>

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.28	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Supports assessment criteria I553.8.2(3) and (4). Retain as currently drafted.
38	38.29	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Delete Special information requirements I553.9(1) as Auckland Transport does not support traffic generated by all activities exceeding 420 vehicle movements in the peak. Delete I553.9(1): (1) Any subdivision resource consent application, or land use resource consent application for any development where the peak hour trip generation exceeds 420 vehicles movements per any peak hour, must be accompanied by an integrated transport assessment for the precinct.
38	38.30	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Supports Special information requirements I533.9(2). Retain as currently drafted.

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Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
38	38.31	Auckland Transport Attn: Liam Burkhardt	liam.burkhardt@at.govt.nz	Supports the plan change in part, but if approved make the amendments I requested.	Amend Precinct Plan 1 to show the indicative location of the new bus stop as shown on drawing number C302 as part of LUC60359471.
39	39.1	Bridget and Peter Thrussell	thrussell@xtra.co.nz	Not stated.	The banded rail have been seen 23m from the site, so they will definitely be negatively impacted.
39	39.2	Bridget and Peter Thrussell	thrussell@xtra.co.nz	Not stated.	Shoal Bay is designated a Site of Special Wildlife Interest by DOC and an SEA in the Unitary Plan. The documentation is not clear in how stormwater will be treated i.e. rain gardens or coastal strip. How does untreated stormwater affect native, endangered and rare birds found in this area.
39	39.3	Bridget and Peter Thrussell	thrussell@xtra.co.nz	Not stated.	There is a potential problem of increased sedimentation. Best practice should be used to mitigate this affect but will it be monitored and by who.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
39	39.4	Bridget and Peter Thrussell	thrussell@xtra.co.nz	Not stated.	The power pylon is to be removed and the 220v transmission cable undergrounded. Will this be done with minimum disruption to the mangroves and birds. It should be done out of the breeding season (September to March).
39	39.5	Bridget and Peter Thrussell	thrussell@xtra.co.nz	Not stated.	The walkway/cycle bridge should not be built as it will have too many detrimental effects on native, endangered, rare and declining birds. If built, the walkway/cycleway will be disruptive while being built and will have negative effects.
39	39.6	Bridget and Peter Thrussell	thrussell@xtra.co.nz	Not stated.	Only 55% of apartments will have car parks. 45% or 249 apartments will not have access to a car park. This means a lot of cars will be parked around Francis St and residents will use the walkway/cycle bridge to access the site.
39	39.7	Bridget and Peter Thrussell	thrussell@xtra.co.nz	Not stated.	An increased number of people will walk, as a result of no car parks, and have to cross Esmonde Rd. The predicted effects on Lake Rd are incorrect and there will be more disruption and delays than expected.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
40	40.1	Winnie Ky Lo	winnie201313@gmail.com	Decline the plan change.	Decline the plan change as increased traffic flow will negatively impact residents of Takapuna, Hauraki and Devonport who must travel through to reach home, causing congestion on surrounding roads and having a lasting impact on ease of travel and local
40	40.2	Winnie Ky Lo	winnie201313@gmail.com	Decline the plan change.	Decline the plan change as competitive street parking will extend to residents of Hauraki Corner. It is already difficult and having competitors from 500+ apartment buildings will be devastating.
40	40.3	Winnie Ky Lo	winnie201313@gmail.com	Decline the plan change.	Decline the plan change as excess noise from tall buildings will decrease the value of properties around it, including those in Takapuna and
40	40.4	Winnie Ky Lo	winnie201313@gmail.com	Decline the plan change.	Decline the plan change as the aesthetics of the apartments will not mesh well with our current neighbourhood and rapid development
41	41.1	Heather Irene Bell	heatherbell1992@gmail.com	Decline the plan change.	Decline the plan change as 0.55 car parks per apartment is insufficient parking for tenants and owners. If electric vehicles are in use there would be insufficient charging places. The nearby streets are already over crowded. Residents cannot use a footbridge to Francis St as it is not built.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
42	42.1	Kevin Brown	Kevinandmaggie@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the excessive height and position of the proposed tower blocks does not create an imposition on the landscape and is in keeping with the environment
42	42.2	Kevin Brown	Kevinandmaggie@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that there less impermeable surfaces and there is the provision of landscaping and green areas or children's outdoor play area or communal outdoor gathering space.
42	42.3	Kevin Brown	Kevinandmaggie@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure adequate on-site parking for the number of residents, on-site facilities and service vehicles. The 'encouragement' to use public transport is recognised, but this often does not meet the needs of people in their private recreational times.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
42	42.4	Kevin Brown	Kevinandmaggie@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the threat to the adjacent SEA from the proposed boardwalk around the headland and confirm whether this development will enable Council to meet it's own climate actions and targets. Building sustainable cities is important.
43	43.1	Maggie Brown	justmaggie01@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the excessive height and position of the proposed tower blocks does not create an imposition on the landscape and is in keeping with the environment
43	43.2	Maggie Brown	justmaggie01@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that there less impermeable surfaces and there is the provision of landscaping and green areas or children's outdoor play area or communal outdoor gathering space.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
43	43.3	Maggie Brown	justmaggie01@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure adequate on-site parking for the number of residents, on-site facilities and service vehicles. The 'encouragement' to use public transport is recognised, but this often does not meet the needs of people in their private recreational times.
43	43.4	Maggie Brown	justmaggie01@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the threat to the adjacent SEA from the proposed boardwalk around the headland and confirm whether this development will enable Council to meet it's own climate actions and targets. Building sustainable cities is important.
44	44.1	Gillan Anne Barron	livingspontaneously.nz@gmail.com	Decline the plan change.	Decline the plan change as 16 storeys on the Takapuna coastline will obstruct views and the natural area will be compromised by the high density development.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
45	45.1	Waverley Waring	waverley.brett@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	The excessive height and position of the proposed tower blocks create an imposition on the landscape and is not in keeping with the environment
45	45.2	Waverley Waring	waverley.brett@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to reduce the quantity of impermeable surfaces and provide sufficient landscaping and green areas or children's outdoor play area or communal outdoor gathering space.
45	45.3	Waverley Waring	waverley.brett@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide for adequate on-site parking for the number of residents, on-site facilities and service vehicles. The 'encouragement' to use public transport is recognised, but this often does not meet the needs of people in their private recreational times.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
45	45.4	Waverley Waring	waverley.brett@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the threat to the adjacent SEA from the proposed boardwalk around the headland and confirm whether this development will enable Council to meet it's own climate actions and targets. Building sustainable cities is important.
46	46.1	Peter Waring	pwaringsnz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	The excessive height and position of the proposed tower blocks create an imposition on the landscape and is not in keeping with the environment
46	46.2	Peter Waring	pwaringsnz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to reduce the quantity of impermeable surfaces and provide sufficient landscaping and green areas or children's outdoor play area or communal outdoor gathering space.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
46	46.3	Peter Waring	pwaringnz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide for adequate on-site parking for the number of residents, on-site facilities and service vehicles. The 'encouragement' to use public transport is recognised, but this often does not meet the needs of people in their private recreational times.
46	46.4	Peter Waring	pwaringnz@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the threat to the adjacent SEA from the proposed boardwalk around the headland and confirm whether this development will enable Council to meet it's own climate actions and targets. Building sustainable cities is important.
47	47.1	Alyson Jones	92 Francis Street Hauraki Auckland 0622	Approve the plan change with the amendments I requested.	Approve the plan change with amendments to cap building height at 7 storeys high in order to minimise exceedingly high level of intensification which could impact on surrounding conservation areas and protected flora/fauna and wildlife. High intensification could also mean increased vehicular traffic onto an already congested Esmonde Rd in peak traffic times. Also to minimise the number of years the site will be a construction zone.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
48	48.1	Fire and Emergency New Zealand C/- Beca Limited Attn: Nola Smart	Nola.Smart@beca.com	Approve the plan change with the amendments with the amendments I requested.	Approve the plan change with the amendments to add a matter discretion into I553.8.1 and assessment criteria into I553.8.2 of the Precinct provisions that references providing emergency responder access and firefighting water supply in accordance with the requirements of the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of Practice).
49	49.1	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the excessive proposed height and position of buildings.
49	49.2	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide sufficient landscaping, green space and a children's playground and outdoor communal gathering space.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
49	49.3	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved make amendments to address the lack on on-site parking for the number of residents and facilities and require the provision of adequate on-site parking and loading.
49	49.4	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure that the significant ecological area adjacent to the site is protected.
49	49.5	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure adverse effects of the boardwalk and proposed cycleway to Francis St, on the environment, coastal area and bird life are understood and considered and conditions imposed.
49	49.6	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to make it clear that mana whenua comments on the plan change including, water reuse and sustainable and resilient development have been progressed.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
49	49.7	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the building coverage and maximum impervious area calculations are measured within the legal boundaries of the site based on current zoning. Stormwater runoff should be controlled and not runoff down and over the park.
49	49.8	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that permeable surfaces are incorporated and help conserve water and improve the overall sustainability of the urban area.
49	49.9	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that adverse shading of the natural environment is avoided.
49	49.10	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the precinct will not suffer from wind tunnels as areas of high rise buildings can become unpleasantly cold, shady and draughty.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
49	49.11	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. The Precinct seeks to encourage the use of non-car based trips. For a development of this size, here is an opportunity to implement the initiative of car sharing. Requiring the developer to 'consider' alternative methods is inadequate.
49	49.12	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure there is detail of infrastructure contributions to water, wastewater and other services by the developer to ensure local infrastructure continues to function well.
49	49.13	Takapuna Residents Association Attn: Steven Salt	info@takapunara.org.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide a clear indication of the 'boundary' between what is private land and what is 'Coastal Reserve' public land. The Precinct needs to take responsibility for fencing and/or signage so that health and safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
50	50.1	Julia and Michael Dol	julia.dol@voco.co.nz	Decline the plan change.	Decline the plan change as this is a large scale development and will bring new facilities and residents to the site and to Takapuna. Insufficient consideration is given to the wider context of the development and growth already taking place in central Takapuna and the current plan that sees a gradual lowering of building heights from central Takapuna through to the harbour and including the subject site. The applicant is already able to commercially develop the site and meet the objectives of the Enabling Housing Act and NPS-UD.
50	50.2	Julia and Michael Dol	julia.dol@voco.co.nz	Decline the plan change.	Decline the plan change as, if permitted, this plan change will have enormous impact on the skyline of Takapuna and the North Shore when viewed from many perspectives across Auckland, and in particular for the local residents. In our view this site would over dominate the current and future Takapuna skyline which is already changing rapidly.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
50	50.3	Julia and Michael Dol	julia.dol@voco.co.nz	Decline the plan change.	Decline the plan change as the photos provided by the applicant are taken from positions that are not positions of homes and residents that are impacted, rather from street level at the bottom of street to give a favourable perspective for the applicant. The actual impact is considerably greater than that set out in the landscape report where photos are taken from the bottom of Bracken Avenue just above Shoal Bay rather than from the land occupied by the residents of Bracken Avenue.
51	51.1	Emma Davis	emmadavis2911@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments that address the cumulative effects on the natural environment and the effects on birds from taller buildings including bird strike, artificial light pollution and sedimentation and runoff.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
51	51.2	Emma Davis	emmadavis2911@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that there is no boardwalk and the coastal edge is planted with wetland species. The boardwalk will have the effect of 'coastal squeeze' as with sea level rise wildlife has no habitat to retreat to. Banded rail move through mangrove using the cover to protect them from predation by rats, cats and hawks during foraging but tend to nest along suitable coastal edge. The reasoning for this boardwalk is to allow a future connection (bridge) to Francis Street for a walking and cycling connection which will create more disturbance to the natural environment.
52	52.1	Sandra Allen	fam.allen@xtra.co.nz	Decline the plan change.	Decline the plan change as the coast and mangroves will be destroyed forever.
53	53.1	Guy Phillips	guyphillips021@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to address the excessive height and position of the proposed 'tower blocks' so that they do not create an imposition on the landscape.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
53	53.2	Guy Phillips	guyphillips021@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that there is sufficient provision of landscaping and green areas and a children's outdoor play area and outdoor communal gathering space.
53	53.3	Guy Phillips	guyphillips021@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the Inadequate provision of onsite parking for the number of residents and on-site facilities, and service vehicles.
53	53.4	Guy Phillips	guyphillips021@gmail.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the threat to the adjacent Special Ecological Area (SEA) from the proposed boardwalk around the headland.
54	54.1	Maureen Taylor	maureen.taylor@outlook.co.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to address the excessive height and position of the proposed 'tower blocks' so that they do not create an imposition on the landscape.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
54	54.2	Maureen Taylor	maureen.taylor@outlook.co.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that there is sufficient provision of landscaping and green areas and a children's outdoor play area and outdoor communal gathering space.
54	54.3	Maureen Taylor	maureen.taylor@outlook.co.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the Inadequate provision of onsite parking for the number of residents and on-site facilities, and service vehicles.
54	54.4	Maureen Taylor	maureen.taylor@outlook.co.nz	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the threat to the adjacent Special Ecological Area (SEA) from the proposed boardwalk around the headland.
55	55.1	Margaret Joy Gibbs	d1mjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to address the excessive height and position of the proposed 'tower blocks' so that they do not create an imposition on the landscape.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
55	55.2	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that there is sufficient provision of landscaping and green areas and a children's outdoor play area and outdoor communal gathering space.
55	55.3	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the Inadequate provision of onsite parking for the number of residents and on-site facilities, and service vehicles.
55	55.4	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to address the threat to the adjacent Special Ecological Area (SEA) from the proposed boardwalk around the headland.
55	55.6	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make amendments to ensure that the significant ecological area adjacent to the site is protected.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
55	55.7	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to make it clear that mana whenua comments on the plan change including, water reuse and sustainable and resilient development have been progressed.
55	55.8	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the building coverage and maximum impervious area calculations are measured within the legal boundaries of the site based on current zoning. Stormwater runoff should be controlled and not runoff down and over the park.
55	55.9	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that permeable surfaces are incorporated and help conserve water and improve the overall sustainability of the urban area.
55	55.10	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure that adverse shading of the natural environment is avoided.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
55	55.11	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments so that the precinct will not suffer from wind tunnels as areas of high rise buildings can become unpleasantly cold, shady and draughty.
55	55.12	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments I requested. The Precinct seeks to encourage the use of non-car based trips. For a development of this size, here is an opportunity to implement the initiative of car sharing. Requiring the developer to 'consider' alternative methods is inadequate.
55	55.13	Margaret Joy Gibbs	dImjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to ensure there is detail of infrastructure contributions to water, wastewater and other services by the developer to ensure local infrastructure continues to function well.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
55	55.14	Margaret Joy Gibbs	dlmjgibbs@outlook.com	Decline the plan change, but if approved, make the amendments I requested.	Decline the plan change, but if approved, make the amendments to provide a clear indication of the 'boundary' between what is private land and what is 'Coastal Reserve' public land. The Precinct needs to take responsibility for fencing and/or signage so that health and safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.
56	56.1	Hamish Golding	hamishgolding@hotmail.com	Decline the plan change.	Decline the plan change as it is unsuitable for this piece of land, developments of this scale should be in a place that is actually close to amenities (like in the current Takapuna CBD).

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
56	56.2	Hamish Golding	hamishgolding@hotmail.com	Decline the plan change.	Decline the plan change as the proposed zoning change and traffic report are flawed in their assessments of the impacts on surrounding properties and transport infrastructure. The development is not close to amenities (only being serviced by a bus to either Takapuna or the CBD) which means that every resident will need access to parking. The proposed parking on site is inadequate. Without adequate parking on site will leave residents with no choice other than to use the surrounding area (i.e. across the proposed walkway to Francis Street). The impact to the existing neighbourhood will be material and adverse.

Plan Change 85 - 48 Esmonde Road, Takapuna					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decision Requested
56	56.3	Hamish Golding	hamishgolding@hotmail.com	Decline the plan change.	Decline the plan change as the 16 storey building height is not in keeping with the surrounding area. The existing Takapuna CBD is a more suitable area to have a building of this height due to the proximity to existing services and other buildings of a similar height. Creating a new 10+ story building is out of sync with the current developments in the vicinity. The proposed development site is more than 1 kilometre from the existing Takapuna CBD, Takapuna Beach and nearest supermarket and is not suited to high density development. Maintaining the existing 6 story building height limit is the most appropriate limit for this area.

Submissions

Maninder Kaur-Mehta (Manisha)

From: Unitary Plan
Sent: Tuesday, 13 September 2022 7:15 am
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Bryce morgan

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Bryce morgan

Organisation name:

Agent's full name:

Email address: b.morgan1990@gmail.com

Contact phone number: 0212072274

Postal address:

0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Property address: 48 Esmonde Rd Takapuna

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:

The planned changes are abhorrent. Previously agreed layout needs to be retained for the benefit of the community not just the owners and investors of the development company.

The previously approved plan is sufficient for housing numbers. The further removal of green space, taller buildings and more buildings is not fair and balanced against the needs of the wider community.

I or we seek the following decision by council: Decline the plan change

2.1

Submission date: 13 September 2022

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? Yes

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.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ulrik Olsen

Organisation name:

Agent's full name: Ulrik Olsen

Email address: ulrik@scarboroughgroup.co.nz

Contact phone number:

Postal address:
5 Peregrine Place
Birkenhead
Auckland 0626

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmond Rd

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:

Fantastic to see a developer with real vision and the resources to build a large scale development instead of just 3 or 4 townhouses made of cardboard as we see so many places. Large scale built to last development makes New Zealand a much better place in the long run.

3.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 13 September 2022

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.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: margo etta Angland-Boerop

Organisation name: n/a

Agent's full name: n/a

Email address: margo.angland@gmail.com

Contact phone number:

Postal address:
35 Harley Road
Takapuna
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
?

Property address: 48-85 Esmonde Road

Map or maps:

Other provisions:
Rezone land around development site to Open Space- conservation zone

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:
We need to preserve lands boarding the coast and keep areas open for nature and for public access

I or we seek the following decision by council: Approve the plan change without any amendments

4.1

Details of amendments:

Submission date: 14 September 2022

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Peter Joseph Owens
Date: Monday, 19 September 2022 3:45:37 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter Joseph Owens

Organisation name:

Agent's full name: Peter Joseph Owens

Email address: pjowenspj@yahoo.co.nz

Contact phone number:

Postal address:
pjowenspj@yahoo.co.nz
Takapuna
Takapuna 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
PC85 (Private); 48 Esmonde road, Takapuna

Property address: 35 bracken Ave Takapuna

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:
the reason I oppose the change is the effect it will have on the flow of traffic down Esmonde Road particularly in the rush hour,

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: I propose a bus lane down the length of Esmonde Road from the entry point at Burns Ave and all the way to the existing bus lane entering the motorway

5.1

Submission date: 19 September 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Rowan Jeffrey Barbalich
Date: Tuesday, 20 September 2022 5:01:05 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rowan Jeffrey Barbalich

Organisation name: Gulf Enterprises Limited

Agent's full name:

Email address: rbarbalich@milesgroup.co.nz

Contact phone number:

Postal address:
PO Box 4204

Christchurch 8140

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
PC 85 (Private)

Property address: 48 Esmonde Road, Takapuna

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:

The proposed project appears exceptionally well planned providing much needed residential and hospitality accommodation in a location close to public transport, roading and public amenities. It's exactly the type of project this part of town needs.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 20 September 2022

Attend a hearing

6.1

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.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Steven Arthur

Organisation name:

Agent's full name:

Email address: stevenarthur11@gmail.com

Contact phone number: 0212455688

Postal address:
1 Spencer Terrace
Auckland
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

The proposed change of zoning of from THAB zone to a new Takapuna Precinct zone.

Property address: 48 Esmonde Rd

Map or maps:

Other provisions:

Associated impacts.

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? No

The reason for my or our views are:

1. Visual Impact (Appendix E – Masterplan/Jasmax)

Increase in high density developments under THAB all have varying levels of impact. Visually, and to light, shade, wind. The impact of the proposed development under THAB will have these impacts to surrounding areas, and we accept that under the current zoning. The proposed amendments will have significant impacts to surrounding areas. While the developers have used Jasmax to promote 'the limited impacts', many of the views are from areas, existing dwellings, that will not be impacted (are we surprised). An example of this pg.14 fig 6 Spencer Terrace, an image of the church. Further in the document pg.33 onwards it demonstrated the impacts of Existing and Proposed. It does not show Spencer Terrace. Jasmax has excluded this subsequent photo. Why? for reasons obvious to the occupiers of Spencer Terrace. The proposed height/density increase will impact significantly to both the visual and light/shade impact of Spencer Terrace. (pdf attached that shows crane in place, and

7.1

indicates detrimental any larger/taller buildings.

2. Parking impacts (Refer Appendix F: Traffic Impact Tomkins Taylor)The proposed .55 carparks per unit is extremely misguided. As we have already seen with other THAB developments the actual is closer to 1.5 – 2 cars per unit given street parking impacts.

The Developers also state that on-street parking “will be seldom used by residents or visitors”. The assessment does not take into account the cycle path to Francis Street that will become the resident’s path to their on-street parking. Hauraki Corner already has existing challenges with our own residents parking with “out of area” people parking cars to use bus service on Esmonde Road

7.2

3. Council. The Council should be working for its constituents. The Unitary plan has been contentious from the initial consultation. The Council should be acting in line with the existing Unitary Plan and not setting precedents by adjusting zones. This land was purchased by the Developers knowing it was THAB. This land has been zoned THAB. This land must remain THAB zoned.

The proposed development is not appropriate for this site, nor is this site in a position to be adjusted to a higher density zoned area. The developers are giving nothing. The seawall/coastal boundary is proposed in their existing development plan.

7.3

I or we seek the following decision by council: Decline the plan change

Submission date: 25 September 2022

Supporting documents
Spencer Terrace.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?
Yes

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.



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)

Jo Walkinshaw

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

1d Hart Road, Hauraki

Telephone:

21649505

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

PC 85 (Private)

Plan Change/Variation Name

48 Esmonde Road, Takapuna

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:

I understand the change is to increase the numbers of units on-site to 553? If so this is simply creating an urban ghetto with resulting negative environmental impacts.

Traffic management is not convincing - I understand there are limited car parks (approx 380?) but even at this number, Esmonde Road simply cannot handle another 300+ cars per day. If you think people will walk / cycle / use public transport - dream on!

I am concerned about the nearby mangroves and impact on bird life.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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.

Not connected to the above - but as feedback, a simplified summary should be available for public (non-experts) to review and comment

on. There is alot of very technical information here and it is difficult to understand it, if you want to encourage public submissions you need to make the process

more accessible to interested parties. Thank you.

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

J Walkinshaw
Signature of Submitter
(or person authorised to sign on behalf of submitter)

09/22/2024
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.

8.1

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Victoria Isobel Bawden

Organisation name:

Agent's full name:

Email address: rci_interiors@yahoo.co.nz

Contact phone number:

Postal address:
2/43 Byron Avenue
Takapuna
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Property address: 8/45 Byron Avenue, Takapuna Auckland

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:

Why is there a private plan change request by a private entity to pretend to save the foreshore and reserve which is already protected by council. Seems to me that some backhanders are going on here! I am seeking advice on it at the moment.

I or we seek the following decision by council: Decline the plan change

Submission date: 28 September 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

9.1

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.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Sharon Eve Lightfoot

Organisation name:

Agent's full name:

Email address: yoga.pilates4u@gmail.com

Contact phone number:

Postal address:
2/31 Tennyson Ave
Takapuna
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Section 77O(j).

Property address: 48 Esmonde Road, Takapuna

Map or maps:

Other provisions:

The status quo – 16 metres.

- The height limit generally applying under a Height Variation Control (typically 19.5 metres to 27 metres).
- A range of heights in the Precinct Plan up to 16 storeys.

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:

It is a long and complex proposal with positive ecological premises, but the part where it says some of the buildings may be up to 16 storeys suggests that it could become a dominating and unattractive structure, with subsequent effects on light and wind tunnels.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

10.1

Details of amendments: Careful review of height allowances.

Submission date: 29 September 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jonathan Peters

Organisation name:

Agent's full name:

Email address: jonny@hirestaff.co.nz

Contact phone number:

Postal address:
2a spencer terrace,
hauraki
auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Property address: 48 esmonde road, takapuna

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? No

The reason for my or our views are:

This will increase travel times for our property and congest parking on our roads. i strongly appose to this development and hopefully common sense prevails

I or we seek the following decision by council: Decline the plan change

Submission date: 29 September 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

11.1

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Catherine Jane Peters
Date: Thursday, 29 September 2022 9:15:43 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Catherine Jane Peters

Organisation name:

Agent's full name:

Email address: cat@hirestaff.co.nz

Contact phone number: 021716174

Postal address:
2a Spencer Terrace
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Changing the zoning to a new precinct area

Property address: 48 Esmond Road, Takapuna

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? No

The reason for my or our views are:
It will significantly impact the visual view from our property and will increase the amount of traffic on Esmonde Road and surrounding areas. Esmond Road and Lake Road already have terrible congestion and this is going to make it even worse. It is unacceptable to make residential land available to developers to build buildings more than two stories high.

12.1

I or we seek the following decision by council: Decline the plan change

Submission date: 29 September 2022

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?
Yes

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Josephine Clotworthy
Date: Sunday, 2 October 2022 3:00:44 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Josephine Clotworthy

Organisation name:

Agent's full name:

Email address: olandj@outlook.com

Contact phone number: 0274880170

Postal address:
24 Spencer Terrace
Hauraki corner Takapuna
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
We Oppose PC85

Property address: 24 Spencer terrace

Map or maps:

Other provisions:
Impact on property 24 Spencer Terrace detrimental to our environment and property value.

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:
Impact our property value. Visual impact to property.
Intensity and height of buildings. Noise impact.
Increased road noise and congestion.

I or we seek the following decision by council: Decline the plan change

Submission date: 2 October 2022

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?
Yes

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Hermawan ong
Date: Sunday, 2 October 2022 4:00:43 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Hermawan ong
Organisation name:
Agent's full name:
Email address: hermanong2810@gmail.com
Contact phone number: 021583591
Postal address:
1/7 Francis st
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85
Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Property address: 48 esmonde rd
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? No

The reason for my or our views are:
Doubling the number of dwelling to 550 is way to much. Stick to original plan and Atleast 1 carpark per dwelling

I or we seek the following decision by council: Decline the plan change

Submission date: 2 October 2022

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?
Yes

14.1

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Sonja Stephen
Date: Sunday, 2 October 2022 7:00:41 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Sonja Stephen

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:
2/27 Francis Street
Hauraki
Northshore City 0922

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Street parking

Property address: 48 Esmonde Road Takapuna

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:
The developer should make provisions for visitors and parking and no walk way to Francis Street Hauraki

I or we seek the following decision by council: Decline the plan change

Submission date: 2 October 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

15.1

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Claudia and Martin Tasker
Date: Monday, 3 October 2022 12:00:59 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Claudia and Martin Tasker

Organisation name:

Agent's full name: Martin Tasker

Email address: thetaskersnz@gmail.com

Contact phone number: 0212999259

Postal address:
 44 Napier Avenue
 Takapuna
 Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

The wealth of information in the proposal is overwhelming and it is difficult to quote the various rules but our objections relate to both aspects of the rezoning of this site. On the face of it the proposal for the coastal edge rezone to Open Space - Conservation zone is a move in the right direction but is diluted by the application to create a 'Takapuna 2' precinct under the Unitary Plan. The change of land use, particularly relating to density standard under the Enabling Housing Act, would allow for multiple buildings with a tower up to 16 storeys high and possibly more. We believe this constitutes over intensification of the site which will have an adverse 'Landscape and Visual' impact on the Shoal Bay environment.

16.1

Property address: 44 Napier Avenue, Takapuna

Map or maps:

Other provisions:

The Landscape & Visual Assessment (viewpoint 2) shows the effect the proposed development would have from the top of Napier Ave - but it is a very different perspective from our property at the end of the street which is at water level. This aspect is not included in the submission and therefore the impact on those around the Shoal Bay basin is not fully or fairly represented.

16.2

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:

The "island" site of this proposed development is in direct line of sight from our house - in particular our main deck and living areas - and will dominate the skyline. This will have a detrimental affect on

16.3

our visual aspect and lifestyle. We chose to live here because of the environment. It is a private, nature-rich haven situated close to city amenities but far removed from the high rise and hype of a busy city centre.

16.3

Apart from the visual impact, we believe the development will also take its toll on the environment. The increased population using the proposed boardwalk around the perimeter of the property and walk/cycle way across to Francis Street will intrude on the environment and affect the natural habitat of marine and bird life - which is significant in the bay.

16.4

While we accept the need for increased housing and intensification to create community living and had come to terms with the Amaia development, these proposed changes constitute over development of a site which has significant environmental and visual importance.

There is also a rather concerning 'Trojan Horse' element to this over-development, as though the developers have said: "We've managed to get consent for seven storeys . Let's see if we can get away with adding another nine and make a bigger profit."

16.5

If allowed to go ahead, this plan change allows for a massive complex on a prominent Takapuna site creating a large community of people and we believe it will have a negative impact on the area. This is not only going to affect those of us who will live in its the shadow but also visitors to the North Shore. The development will dominate the gateway to Takapuna and alter the perception of this seaside suburb with its laid back Kiwi vibe. There are multiple sites within central Takapuna which are ripe for development - we don't need to create a satellite town in Esmonde Road.

I or we seek the following decision by council: Decline the plan change

Submission date: 3 October 2022

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?
Yes

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

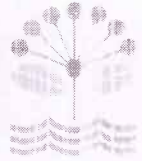
I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5

Auckland Council

Te Kaunihera o Tāmaki Makaurau



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)

PATRICK SEK WO CHEUNG

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

1-11 FRANCIS STREET, HAURAKI, AUCKLAND
0622

Telephone: 021-0556654 Fax/Email: Cheung381@hotmail.com

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 PC 85 (Private)

Plan Change/Variation Name 48 Esmonde Road, Takapuna

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s) PC 85 (Private)

Or

Property Address 48 Esmonde Road, Takapuna

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: The visual impact to Francis Street will be detrimental to my personally and will impact my property value. Additionally, new residents and visitors from this project will park their cars on surrounding streets and impact to traffic flow on Esmonde R.
(continue on a separate sheet if necessary)

I seek the following decision by Council: badly.

Accept the proposed plan change / variation

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.

17.1

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

[Handwritten Signature]

01 / Oct / 2022

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Helen Chadwick
Date: Monday, 3 October 2022 7:46:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Helen Chadwick
Organisation name:
Agent's full name: Helen Chadwick
Email address: Gazzahels1000@gmail.com
Contact phone number: 0210538365
Postal address:
1 Francis Street
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85
Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Site of special wildlife interest

Property address:

Map or maps: Shoal bay

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:

There are rare birds in shoal Bay and an amazing bird of prey and the additional development will be detrimental to the environment. Also concerned about schooling, medical clinics, where will everyone go and traffic on the already busy esmonde road

I or we seek the following decision by council: Decline the plan change

Submission date: 3 October 2022

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?

18.1

Yes

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Gary Chadwick
Date: Monday, 3 October 2022 7:46:01 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Gary Chadwick

Organisation name:

Agent's full name: Gary Chadwick

Email address: garychadwick1000@gmail.com

Contact phone number: 0211625633

Postal address:

Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Optional

Property address: Optional

Map or maps: Optional

Other provisions:

Optional

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:

There must be over a thousand pages of reports to hide the details of the proposed changes which is not feasible for the public to search through in 4 weeks. A recurring theme that I spotted seemed to be that there is already approval for x residences and 7 storeys so what difference do a few more make and why not 16 storeys. This feels to me like if this had been proposed initially then it would have had less chance of being approved than applying in two goes and feels very underhand. This will tower over Spencer Terrace and Francis Street and reduce privacy hugely.

I or we seek the following decision by council: Decline the plan change

Submission date: 3 October 2022

Attend a hearing

19.1

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?
Yes

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.



Royal Forest and Bird Protection
Society of New Zealand Inc.

34A Charlotte Street, Eden Terrace
Auckland 1021
www.forestandbird.org.nz

Submission on Plan Change 85 (Private): 48 Esmonde Road, Takapuna

4 October 2022

To: Auckland Council

Sent by email: unitaryplan@aucklandcouncil.govt.nz

1. Submitter details

Royal Forest and Bird protection Society of New Zealand Inc. (Forest & Bird)
34A Charlotte Street, Eden Terrace
Auckland 1021

Contact Name: Carl Morgan
Contact Email: c.morgan@forestandbird.org.nz
Contact Phone: 027 250 9777

2. Trade competition declaration

Forest & Bird would not gain an advantage in trade competition through this submission.

3. Hearing options

We wish to be heard in support of this submission.

We would consider presenting a joint case with others making a similar submission.

4. Submission details

4.1 The Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird) is Aotearoa New Zealand's largest and oldest non-government conservation organisation. For almost one hundred years, Forest & Bird has been giving a voice to nature on land, in freshwater and at sea, on behalf of its many members and supporters. Volunteers in fifty Forest & Bird branches throughout Aotearoa New Zealand carry out conservation and biosecurity projects in their communities including weed control, restoration and pest trapping. This submission has been written with support of the North Shore Branch of Forest & Bird, whose members have significant interest in protecting the flora and fauna of the area which the plan change is within.

4.2 Forest & Bird has for many years expressed a strong interest in the Auckland region, particularly with regard to the protection of significant indigenous biodiversity, maintenance of indigenous biodiversity and the coastal environment. This has included advocating for greater protection of indigenous species through direction in the Auckland Plan.

5. Introduction

5.1. Due to the significant decline of water quality, indigenous species and biodiversity of the Hauraki Gulf (the Gulf) from on-land activities and developments¹, it is inappropriate to continue intense and unnecessary development around the coastal areas of the Gulf. Residential housing does not have a functional need to be located in the coastal environment, especially not this close to the Coastal Marine Zone (CMZ) where coastal margins need to be retained and restored to provide an important habitat to coastal species. Development at this location will release sediment from construction activities and create ongoing impacts from use including stormwater, run-off, lighting, and pets (predators) on the coastal environment, including within the CMZ.

20.1

5.2. The report 'Threats to Seabirds of Northern Aotearoa New Zealand' provides detailed information on seabirds of the Gulf and the threats to them². The main threats for seabirds of which the proposed development would accentuate are;

- Sedimentation and run-off which impacts profitability of foraging areas and/or creates turbid waters,
- Artificial lights from the development which is known to severely impact seabird behaviour. This is already a significant issue in the Auckland isthmus,
- Predator threats such as dogs and cats which will increase from residents, which are known to attack or harass seabirds and their nests,
- Increased human activity in the area will alter feeding, roosting and breeding habitats and compromise ecosystem processes, and increased vehicles in the area which may result in higher road fatalities.

20.2

5.3. The threats identified in the report are all of great concern to Forest & Bird. None of these threats are able to be avoided and together contribute to significantly adverse cumulative effects on the Gulfs birdlife.

¹ [State of our Gulf 2020](#)

² [Threats to Seabirds of Northern Aotearoa New Zealand](#)

5.4. The submission will be focused on the site-specific development plans and the consequential environmental impacts for the land at 48 Esmonde Road, Takapuna. Specifically, the submission will address the;

- Effects to birdlife
- Effects to water quality
- Cumulative effects
- Planning and policy provisions

6. Effects to Birdlife

6.1. Forest & Bird considers it is vital to limit development on the coastal fringe of the Gulf because of its importance to seabird breeding and migration for which it is recognised as an international hotspot, as referred to in the assessment of ecological effects.

6.2. The site is already highly modified, however, the intensification of the proposed development has the potential for significant adverse effects on natural character, natural landscape and indigenous biodiversity, particularly when considering future effects and cumulative effects over time. Due to sea level rise (SLR), an effect of coastal squeeze will occur. Coastal squeeze is defined as 'the loss of natural habitats or deterioration of their quality arising from anthropogenic structures or actions, preventing the landward transgression of those habitats that would otherwise naturally occur in response to sea level rise in conjunction with other coastal processes'³. As shown by maps released by Auckland Council in 2021⁴, the shoreline surrounding the site is to significantly migrate landwards due to erosion and slope instability, some areas of what is currently the carpark and road being significantly affected as early as 2050.

20.3

20.4

6.3. The area currently mapped for a boardwalk in the masterplan will also contribute to the cumulative effects of coastal squeeze. The introduction of a boardwalk and consequential increased human activity will further limit the availability of habitat for birdlife to retreat. The relevant coastal environment is essential for the shorebird populations, such as the At Risk banded rail/moho pererū, as they both feed and breed in this space.

20.5

6.4. Policy 14 of the New Zealand Coastal Policy Statement (NZCPS) is for restoration of natural character. This includes the identification of areas and opportunities for restoration or

³ [What is coastal squeeze?](#)

⁴ [Areas Susceptible to Coastal Instability and Erosion](#)

rehabilitation of natural character. If the site is no longer required for its current use or if that use could be provided for more efficiently there is a clear opportunity for restoration of natural character.

6.5. If the application is to be granted, restoration provisions should be included to rehabilitate natural coastal features and processes. This could include extending the 'Open Space – Conservation Zone' further landward to allow for natural ecosystem processes and to create habitat for indigenous species. This opportunity, for restoration, should be taken ahead of more intensive development which would only further degrade natural character. At the very least the proposed development should be reconsidered and reduced to provide for restoration over the greater extent of the site and also to take into account climate change and SLR.

20.6

6.6. The potentially significant adverse effect of bird strike is also of concern to Forest & Bird. The assessment of ecological effects mentions that the risk of bird strike and effects of lighting may be minimised. While there can be steps taken to reduce the adverse effect of bird strike and artificial lighting, the introduction of high-rises will still significantly increase the potential for this adverse effect to birdlife. Policy 11 of the NZCPS requires the avoidance of adverse effects on certain values including on indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System (NZTCS) lists. This is also reflected in the Auckland Unitary Plan (AUP) E15 Policy 9 and 10. The proposal will adversely affect numerous species in the NZTCS, including those listed in Table 1 of the Assessment of Environmental Effects. Policy 11 of the NZCPS also sets out direction for the avoidance of significant adverse effects on habitats, including areas and routes, important to migratory species, of which sea birds are; this directly relates to the intrusion of the proposed high-rise apartments and the potential for bird strike.

20.7

6.7. Forest & Bird considers that the proposed development is inappropriate for the site. Rather, the Council should be considering opportunities for restoration of natural character at this site. Restoration of areas at the coastal margin provides opportunity of inland habitat connectivity and are critical to the breeding, roosting and feeding of many sea and shorebirds, of which are At Risk or Threatened (as shown I Table 1 of the Assessment of Ecological Effects).

20.8

7. Effects to Water Quality

7.1. The discharge of sediment and stormwater into the tidal shorebird feeding areas during and following construction is of concern to Forest & Bird. The State of Our Gulf 2020 found that since 2004, estuary sedimentation had dramatically increased, as had sediment contamination. A consequence of this has been that the number of species present, specific habitats and populations have reduced⁵. This illustrates the need to ensure adverse effects on the Gulf are limited, and where possible, reversed. While mitigation measures may be employed to reduce the effect of sedimentation and contaminants reaching the marine environment, any adverse effects to the receiving environment of the Gulf are inappropriate given the national significance of this environment and its already degraded state.

20.9

8. Cumulative Effects

8.1. If this and similar developments occur throughout the Gulf, the cumulative effects, such as those discussed throughout this submission, will become detrimental to the birdlife and supporting terrestrial and marine environment of the Gulf.

20.10

8.2. The site is also surrounded by land and infrastructure (such as Esmonde Road) susceptible to the effects of climate change, SLR and the associated increased hazard risk^{6 & 7}. By intensifying development in this area, there becomes significantly more risk⁸ to people and built assets such as the planned boardwalk, the required new wastewater and new stormwater features. Policy 25 of the NZCPS sets direction with respect to development in areas of coastal hazard risk.

20.11

9. Planning Provisions

9.1. Section 6(a) and (c) of the RMA sets out provisions for the protection of matters of national importance relating to indigenous biodiversity, which must be recognised and provided for in achieving the purpose of the RMA.

9.2. Section 7 of the Hauraki Gulf Marine Park Act 2000 (HGMPA) recognises the national significance of the Gulf and the interrelationships within the catchment to sustain the life-

⁵ Page 163 of [State of our Gulf 2020](#)

⁶ [Areas Susceptible to Coastal Instability and Erosion](#)

⁷ <https://www.aucklandcouncil.govt.nz/environment/what-we-do-to-help-environment/Documents/coastal-inundation-in-auckland.pdf>

⁸ [Risk and vulnerability \(NIWA\)](#)

supporting capacity of this environment. This life-supporting capacity includes providing for the maintenance of the soils, water and ecosystems of the Gulf.

9.3. Section 8 of the HGMPA outlines the objectives of the Act, specifically relevant to this proposal, being; (a) the protection and, where appropriate, the enhancement of the life-supporting capacity of the environment of the Hauraki Gulf, its islands, and catchments.

9.4. There are bottom lines and directive requirements within the relevant Auckland Council plan provisions. These include requirements under the regional policy statement (RPS), which require restoration and protection of ecological values and life-supporting capacity of the Gulf.

9.5. Forest and Bird would like to bring attention to the following within the RPS; B8.5. Managing the Hauraki Gulf/Te Moana Nui o Toi/Tīkapa Moana, with particular attention to Policies (1), (2), (3), and (9).

9.6 The site is adjacent to a Significant Ecological Area – Marine SEA-M2. These areas are defined as ‘the most vulnerable to any adverse effects of inappropriate subdivision, use and development’ in the AUP. The proposed use of land will result in adverse effects as a result of development if the application is accepted, which would in turn disregard the SEA-M2 management purpose.

9.7. The proposal fails to consider and act on the mentioned planning requirements.

10. Conclusion

10.0 Considering the unavoidable adverse effects towards At Risk birdlife, further degradation of the Gulf, and the misalignment to national and regional level policy and planning, Forest & Bird seek that this consent is declined.

Thank you for considering this submission.

Carl Morgan.

Regional Conservation Manager - Tāmaki Makaurau Auckland

20.12

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Nicholas Peter Penfold
Date: Tuesday, 4 October 2022 12:31:09 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Nicholas Peter Penfold

Organisation name:

Agent's full name:

Email address: saranic22a@gmail.com

Contact phone number:

Postal address:
 22a Spencer Terrace
 Hauraki
 Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Adjusting zoning to a new precinct zone to Increase height from 6 storeys to 16 storeys high

Property address: 48 Esmonde Road, Takapuna

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:

The visual impact of a sixteen storey building will be detrimental to our way and of view of life. There will be a noise impact of the occupants of 550 apartments, this noise will easily cross the mangroves to our property and has been found to affect property owners health. This will also impact on our property value with our view of the mangroves destroyed by this monstrosity, encompassed with the noise impact previously stated. Esmonde Road traffic will be detrimentally affected by the increased amount of pedestrians using the crossing adjacent to the development and any vehicles leaving the property to enter the traffic flow, which is all ready congested in the morning and evening rush hour. There is only a parking allowance of .55 carparks per dwelling. New Zealand is one of the highest car per capita countries in the world, with the latest census results showing that 92.1 per cent of households had at least one car. Where will these extra cars be parked, it could impact on our streets, specifically Francis Street, if occupants decide to park their vehicles in the area and use the new foot bridge to access the apartment block on Esmonde Road.

21.1

I will finish with a quote from the Canadian Journal of Public Health, by Psychologist Daniel Cappon. "We must have the incontrovertible evidence and the mechanism whereby the high-rise leads to the low fall of urban humanity. Meanwhile, we must not go on blindly building these vertical coffins for the premature death of our civilization."

I or we seek the following decision by council: Decline the plan change

21.1

Submission date: 4 October 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Clayton Tikao
Date: Wednesday, 5 October 2022 2:50:33 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Clayton Tikao

Organisation name:

Agent's full name: Clayton Tikao

Email address: claytikao@gmail.com

Contact phone number: 0272937308

Postal address:
28 Spencer Terrace
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Private Plan Change 85

Property address: 48 Esmonde Road

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:

- Potential loss of winter sun
- Height of buildings for Precinct 2 is not in keeping with the surrounding neighbourhood
- Not enough parking for 533 Residents
- Managed accommodation is not going to solve Auckland's housing issues. What is Managed accommodation. Is it a Hotel?
- The Residential proportion of the development is a much smaller percentage of the development than my initial understanding and support for the project.
- Assessments of the impact both visually and from sun shadow perspective barely mentioned Spencer Terrace. One of the key streets to be impacted by the development.
- Not enough detail regarding why there is a request for change in the zoning of the Coastal Reserve
- Regarding Precinct 2 - how many 16 storey buildings could be built within Precinct 2 if the plan was accepted?

22.1

I or we seek the following decision by council: Decline the plan change

22.1

Submission date: 5 October 2022

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?
Yes

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.

Maninder Kaur-Mehta (Manisha)

From: Unitary Plan
Sent: Wednesday, 5 October 2022 7:46 pm
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Robert Charles Cramond
Attachments: Rangitoto_Observer_30Sep2022.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert Charles Cramond

Organisation name:

Agent's full name: Rob Cramond

Email address: robcramond@hotmail.com

Contact phone number: +64272203987

Postal address:
robcramond@hotmail.com
Hauraki
Hauraki 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Property address: 48 Esmonde Road, Takapuna

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? No

The reason for my or our views are:

Whilst I was skeptical of the original plan of 7 storied buildings on this site with the inevitable lack of parking, any increase in stories and apartments will just compound these parking issues. Furthermore, with the proposed foot bridge to Francis St, the residents of Francis St and surrounding streets will be negatively impacted by the development's residents and their visitors using these streets as free parking.

While I understand this expanded development is supposed to be designed for the occupants to make the most of local public transport, I firmly believe this to be fictional at best.

As for the impact of traffic on Esmonde Rd regarding this development, it can only add to the congestion at a choke

23.1

point for commuters and tradesmen travelling the overly congested Lake Rd route for residents to, from and along the Devonport Peninsula.

As for the environmental impact, I would like to draw your attention to the article attached below.

I or we seek the following decision by council: Decline the plan change

Submission date: 5 October 2022

Supporting documents

Rangitoto_Observer_30Sep2022.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? Yes

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.

Plan for bigger development prompts environmental fears

A private plan to rezone the former Harbourside Church site next to Shoal Bay would allow buildings of up to 16 storeys to be built near the coastline, elevating environmental concerns. Rob Drent backgrounds the issue.

Local conservationist Phillip Moll has spent much of the last decade attempting to get the public to appreciate the Ngataranga and Shoal Bay wetlands, home to many endangered birds. He sees the expansion of the Amaia development as putting more pressure on nature.

“The main issue for the local environment is the cumulative effect of all these developments on our remaining natural areas is not being assessed at all, considering that the Shoal estuary environment has a Site of Special Wildlife Interest (SSWI) designation by DOC.

“What will be the impact on this quiet wetland habitat?”

The flow-ons from development or new structures needed to be carefully considered.

For example, controversy recently erupted over the removal of mangroves in the construction of the nearby Patuone boardwalk.

The proposed private plan change – creating a ‘Takapuna 2’ precinct – would allow 553 homes in a series of buildings. The plan would allow up to 16 storeys, though only one 16-storey tower is envisaged for now.

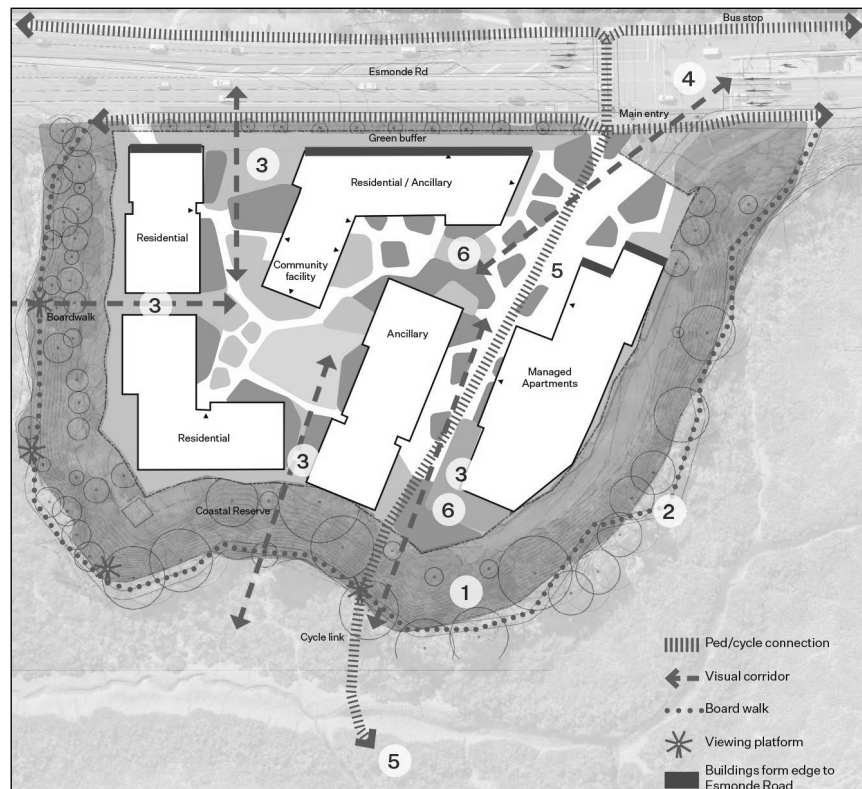
A Conservation Zone of 20 metres is proposed around the site with a boardwalk around the edge.

Moll is worried the boardwalk appears to intrude into the marine space, a designated Special Ecological Area.

“These boardwalks have the effect of ‘coastal squeeze’, as with sea-level rise wildlife has no habitat to retreat to. It’s better to plant this edge with wetland plant species,” he adds.

“Banded rail move through mangrove using the cover to protect them from predation by rats, cats and hawks during foraging but tend to nest along suitable coastal edge.”

A report on the private plan change by ecological consultants Wildland highlights



A site map of the proposed ‘Takapuna 2’ precinct on the former Harbourside Church site, with an arrow at No 5 showing a proposed pedestrian and cycle connection conservationists fear will intrude into marine space

bird strike onto high buildings and artificial light pollution as key concerns, in addition to sediment and stormwater discharge over a long construction period.

However, bird strike can be mitigated by reducing the areas of glass by installing awnings, screens, grilles, shutters and sunshades, the Wildland report said.

Construction may disturb birds, but they are likely to return quickly after works are completed.

A walking and cycling bridge to Francis St has often been mooted as part of the redevelopment, also raising concerns for sensitive mangrove environments, Moll said.

South of the Amaia development near Esmonde Rd is a feeding area for many shorebirds “including hundreds of red-billed gulls, another declining species. “The effects of increased contaminated stormwater from the site are unknown,” Moll says.

The Wildland report mentions the nearby shell-bank roosting site for migratory birds including godwit, banded dotterel, pied stilt and New Zealand dotterel, but does not include the wrybill (ngutu pare) – an endemic New Zealand shorebird species that is on the International Union of Conservation for Nature (IUCN) red list as vulnerable, says Moll.

“This I believe is a serious omission for an ecology report for the area.”

Wrybill regularly migrate from the South Island to spend the winter in Shoal and Ngataranga bays and other northern estuaries to feed during winter.

A Forest and Bird Resource management lawyer is reviewing the private plan, Moll said.

- The private plan change for the site, which comprises 2.15 hectares, was notified on 9 September and is open for submissions until 7 October.

Signage about sensitive site to come after council's mangrove manoeuvres

Signage to let the public know more about the ecological status of the Patuone walkway area is being developed as the project progresses.

Part of the area is currently closed to allow for the endangered banded rail bird to breed, underlining the coastal marine area’s sensitivity.

Care for the area was, however, ques-

tioned recently when Forest & Bird criticised Auckland Council for seeking retrospective consents when it pulled out more mangroves than it had permission to remove, to allow for boardwalk building.

“The application for mangrove removal is being worked on collectively across council,” Devonport-Takapuna Local Board members have now been told. Concrete

pathways are being built down to the \$1.9 million boardwalk – which runs from Auburn Reserve to Esmonde Rd – and will carry informational signage.

Work in the coastal marine area was hurried through by the end of August, ahead of banded rail breeding season. The Greydene Pl to Esmonde Rd section is not expected to open until summer.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Linda Nairn
Date: Wednesday, 5 October 2022 7:46:14 pm
Attachments: [Rangitoto_Observer_30Sep2022_20221005194031.113.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Linda Nairn

Organisation name:

Agent's full name:

Email address: rob1inda@xtra.co.nz

Contact phone number: 0274948859

Postal address:

1/3 Francis St

Hauraki

Takapuna

Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Property address: 48 Esmonde Road, Takapuna

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:

Whilst I was skeptical of the original plan of 7 storied buildings on this site with the inevitable lack of parking, any increase in stories and apartments will just compound these parking issues. Furthermore, with the proposed foot bridge to Francis St, the residents of Francis St and surrounding streets will be negatively impacted by the development's residents and their visitors using these streets as free parking.

While I understand this expanded development is supposed to be designed for the occupants to make the most of local public transport, I firmly believe this to be fictional at best.

As for the impact of traffic on Esmonde Rd regarding this development, it can only add to the congestion at a choke point for commuters and tradesmen travelling the overly congested Lake Rd route for residents to, from and along the Devonport Penninsula.

As for the environmental impact, I would like to draw your attention to the article attached below.

24.1

I or we seek the following decision by council: Decline the plan change

Submission date: 5 October 2022

Supporting documents

Rangitoto_Observer_30Sep2022_20221005194031.113.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?
Yes

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.

Plan for bigger development prompts environmental fears

A private plan to rezone the former Harbourside Church site next to Shoal Bay would allow buildings of up to 16 storeys to be built near the coastline, elevating environmental concerns. Rob Drent backgrounds the issue.

Local conservationist Phillip Moll has spent much of the last decade attempting to get the public to appreciate the Ngataranga and Shoal Bay wetlands, home to many endangered birds. He sees the expansion of the Amaia development as putting more pressure on nature.

“The main issue for the local environment is the cumulative effect of all these developments on our remaining natural areas is not being assessed at all, considering that the Shoal estuary environment has a Site of Special Wildlife Interest (SSWI) designation by DOC.

“What will be the impact on this quiet wetland habitat?”

The flow-ons from development or new structures needed to be carefully considered.

For example, controversy recently erupted over the removal of mangroves in the construction of the nearby Patuone boardwalk.

The proposed private plan change – creating a ‘Takapuna 2’ precinct – would allow 553 homes in a series of buildings. The plan would allow up to 16 storeys, though only one 16-storey tower is envisaged for now.

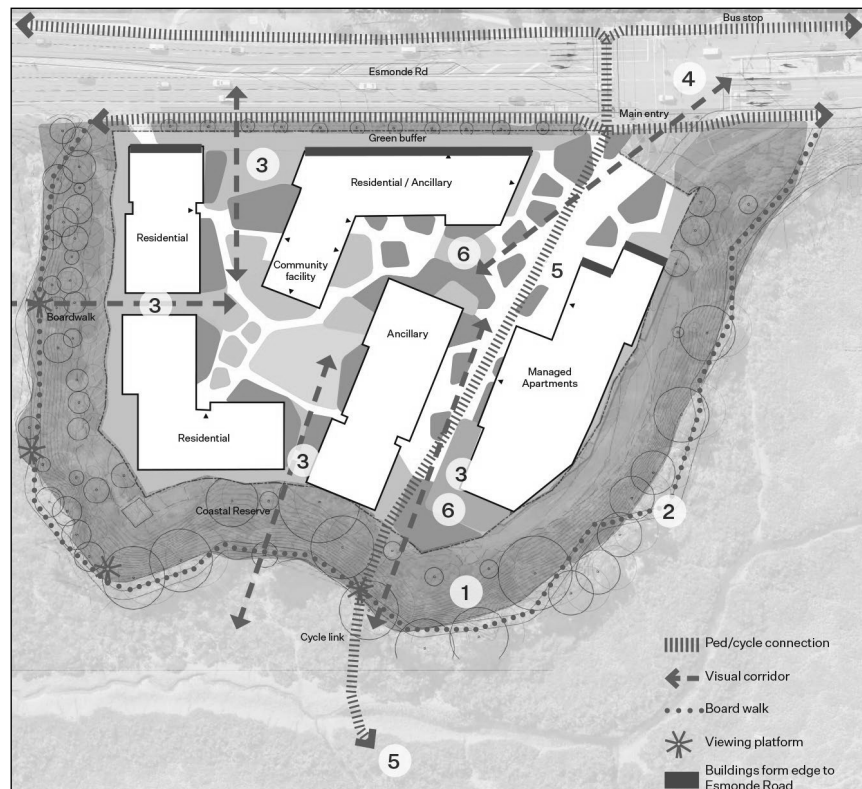
A Conservation Zone of 20 metres is proposed around the site with a boardwalk around the edge.

Moll is worried the boardwalk appears to intrude into the marine space, a designated Special Ecological Area.

“These boardwalks have the effect of ‘coastal squeeze’, as with sea-level rise wildlife has no habitat to retreat to. It’s better to plant this edge with wetland plant species,” he adds.

“Banded rail move through mangrove using the cover to protect them from predation by rats, cats and hawks during foraging but tend to nest along suitable coastal edge.”

A report on the private plan change by ecological consultants Wildland highlights



A site map of the proposed ‘Takapuna 2’ precinct on the former Harbourside Church site, with an arrow at No 5 showing a proposed pedestrian and cycle connection conservationists fear will intrude into marine space

bird strike onto high buildings and artificial light pollution as key concerns, in addition to sediment and stormwater discharge over a long construction period.

However, bird strike can be mitigated by reducing the areas of glass by installing awnings, screens, grilles, shutters and sunshades, the Wildland report said.

Construction may disturb birds, but they are likely to return quickly after works are completed.

A walking and cycling bridge to Francis St has often been mooted as part of the redevelopment, also raising concerns for sensitive mangrove environments, Moll said.

South of the Amaia development near Esmonde Rd is a feeding area for many shorebirds “including hundreds of red-billed gulls, another declining species. “The effects of increased contaminated stormwater from the site are unknown,” Moll says.

The Wildland report mentions the nearby shell-bank roosting site for migratory birds including godwit, banded dotterel, pied stilt and New Zealand dotterel, but does not include the wrybill (ngutu pare) – an endemic New Zealand shorebird species that is on the International Union of Conservation for Nature (IUCN) red list as vulnerable, says Moll.

“This I believe is a serious omission for an ecology report for the area.”

Wrybill regularly migrate from the South Island to spend the winter in Shoal and Ngataranga bays and other northern estuaries to feed during winter.

A Forest and Bird Resource management lawyer is reviewing the private plan, Moll said.

- The private plan change for the site, which comprises 2.15 hectares, was notified on 9 September and is open for submissions until 7 October.

Signage about sensitive site to come after council's mangrove manoeuvres

Signage to let the public know more about the ecological status of the Patuone walkway area is being developed as the project progresses.

Part of the area is currently closed to allow for the endangered banded rail bird to breed, underlining the coastal marine area’s sensitivity.

Care for the area was, however, ques-

tioned recently when Forest & Bird criticised Auckland Council for seeking retrospective consents when it pulled out more mangroves than it had permission to remove, to allow for boardwalk building.

“The application for mangrove removal is being worked on collectively across council,” Devonport-Takapuna Local Board members have now been told. Concrete

pathways are being built down to the \$1.9 million boardwalk – which runs from Auburn Reserve to Esmonde Rd – and will carry informational signage.

Work in the coastal marine area was hurried through by the end of August, ahead of banded rail breeding season. The Greydene Pl to Esmonde Rd section is not expected to open until summer.

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) Peter John Fairclough

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

42 Napier ave takapuna 0622

Telephone: Fax/Email: 114711@gmail.com

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 PC 85 (Private)

Plan Change/Variation Name 48 Esmonde Road, Takapuna

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s) to increase number of floors in approved BC.

Or
Property Address PC 85 48 Esmonde Road, Takapuna

Or
Map

Or
Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them

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:

to allow multy story building development of this proposed magnitude on property within the Coastal Zone of the North Shore would set an undesirable precedent and is not in line with any provisions within the current DP (continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- 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.

25.1

- 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)

05/10/2022 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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 85 - David Morrison
Date: Thursday, 6 October 2022 4:00:40 am
Attachments: [Submission on 48 Esmonde Road Plan Change 85.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Morrison
Organisation name:
Agent's full name:
Email address: davidgmo.nz@gmail.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 85
Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Plan Change 85 (Private): 48 Esmonde Road, Takapuna. Details as per attachment.

Property address:

Map or maps: 48 Esmonde Road, Takapuna

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:

- the excessive height and position of the proposed 'towers blocks'
- lack of onsite parking for the number of residents and facilities
- the proposed cycleway to Francis Street,
- the proposed boardwalk around the headland, and
- need for protection of the adjacent Special Ecological Area (SEA).

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As per attachment.

Submission date: 6 October 2022

Supporting documents

Submission on 48 Esmonde Road Plan Change 85.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.

**Submission on 48 Esmonde Road, Takapuna (Plan Change 85)
7 October 2022**

Proposed Private Plan Change 85 seeks to rezone the land around the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone, but to retain the existing Residential – Terrace Housing and Apartment Building zone for the remainder of the land. The proposed private plan change also seeks to introduce a new Precinct, the Takapuna 2 Precinct, which contains site specific development provisions for the land at 48 Esmonde Road, Takapuna.

Introduction:

I realise that some development is appropriate for 48 Esmonde Road, Takapuna, however, I have serious concerns about the Private Plan Change 85, with the key issues being:

- the excessive height and position of the proposed ‘towers blocks’ | 26.1
- lack of onsite parking for the number of residents and facilities | 26.2
- the proposed cycleway to Francis Street, | 26.3
- the proposed boardwalk around the headland, and |
- need for protection of the adjacent Special Ecological Area (SEA). | 26.4

The new plans are *vastly* different to the previous plans, creating an overpowering imposition on the landscape that is ‘harsh to the eye’ as a solid block manmade structure. We have reviewed the supporting documentation and also note there are some errors and misleading statements which also create quite a different ‘picture’ to the actual situation. Phrases such as ‘maximum use’ can be regarded both positively and negatively. There is lack of consistency in the use of the terms “coastal margin”, “Coastal Reserve”, “Esplanade Reserve” and/or “conservation zone”. The meanings and use of the terms can carry ‘assumptions and expectations’ and can be misleading.

I oppose the new proposed private plan change that seeks to introduce a new Precinct, the Takapuna 2 Precinct.

Coastal Environment and Protection of the adjacent Special Ecological Area (SEA):

To date, this area of the harbour coastline has been reasonably inaccessible to the members of the public, and the church had little impact on the perimeter of the property, so in terms of conservation the natural state of the coastline has been maintained and the wildlife have been very protected from intrusion for many years.

Unfortunately, this area and coastline will now be readily accessible for a very large population of 553 households, by our estimation 1,000+ residents, and their associated pets - cats and dogs, who will have easy access day and night, all year round, to the coastal area and that will obviously have consequences for the natural environment and the birds that currently frequent the area. The “Coastal Reserve” will effectively become their ‘backyard’, so it can hardly be considered a ‘conservation zone’ when it is immediately adjacent to a large development such as this. If residents and visitors want to go for a walk around the perimeter of the development, native wildlife will be impacted.

By identifying areas as Special Ecological Areas (SEAs) Auckland Council aims to protect and maintain indigenous biodiversity within the Auckland Region. Shoal Bay is a designated SEA. Therefore, the Council needs to be mindful of those responsibilities and their commitments to this SEA when considering the proposed plans for the Amaia development, because it is immediately adjacent to a SEA. We note that local conservationist Phillip Moll has already noted his concerns about the impact of the Amaia development on the SEA of Shoal Bay. It should also be kept in mind that the recently-built Patuone Reserve boardwalk removed more mangroves from the western side of that coastal estuary than had been approved - which resulted in loss of habitat; also that the current Housing Intensification plans for Takapuna have not allowed for space or low density housing along the eastern side of that coastal estuary to provide a buffer for wildlife. So the natural coastal fringe environment has already been markedly affected by development and/or by intended development, and the birdlife has consequently been impacted upon. The sensitivity of our coastal marine areas needs to be respected and protected.

26.4

New Buildings Planned:

1553.3 (4) “*Require that new buildings: . . . (b) are appropriate in scale to, . . .*”. Many of the residents of Takapuna have indicated that they are not in favour of 10-storey and 16-storey buildings, and would not agree that the ‘scale’ of these buildings is appropriate. Comparison photos in Appendix I – Landscape Attachments identifies very clearly the different impact on the landscape compared with the previous plans for this site. The visual impact of the new image is huge, imposing, a large ‘unbroken’ area of hard-surfaced structure, which is out-of-proportion to the environment and in complete contrast to the coastal environment, at a main ‘entry point’ to Takapuna.

26.1

See comparison photos from Appendix I – Landscape Attachments as follows.



In terms of building compliance, the Precinct at 48 Esmonde Road should meet all the requirements, without the Coastal Reserve being part of those decisions, as would any other property in Auckland. It seems that this is being used as a ‘bargaining tool’ in order to ‘squeeze more onto the site’. We believe the Coastal Reserve should be an entirely separate aspect.

1553.6.3 Building coverage – While we understand that the developer wants to maximise their \$, building coverage also needs to be kept reasonable and in perspective with the overall community. We don’t want a development that ‘stick outs like a sore thumb’ on this coastal headland.

26.5

1553.6.2 Maximum impervious area – *“Purpose: To provide for the intensive use of the majority of the precinct in recognition of the long coastal margin (esplanade reserve) and its capacity to mitigate the effects of stormwater runoff from the precinct’s planned urban character of multi-storey buildings surrounded by open space.”* This is a very important aspect and we disagree with this statement.

In seeking the rezoning, the development is ‘separating itself from the coastal margin’. Therefore, development should meet the same requirements as other property owners in the area, and that is for impermeable surfaces to be measured within the legal boundaries and meet the percentage requirements accordingly. In seeking this zoning change, the coastal reserve should be regarded as a separate entity, and the precinct site should meet the standard rules for impermeable surfaces. Other properties in Takapuna adjacent to parks have to meet the same criteria, so this development should be no different. It could be seen that the developers are just ‘trying to maximise their profits and minimise their responsibilities’. Impermeable surfaces also have the benefit of improving the overall environment within the precinct itself – so their residents should have the benefit of that. The other aspect to that comment is that the developers expect the runoff from the buildings to wash down and over the park, and that is not appropriate or desirable. Auckland Council needs to ensure tight control of this aspect, especially in for relevant Climate Actions and Targets.

Shading: 1553.8.2 Assessment criteria – (c) *“Shading – the extent to which: (i) the location and design of buildings ensures a reasonable level of sunlight access (measured at the Equinox) to residential units (principal living rooms and private outdoor spaces) and open space areas, taking into consideration the site and building orientation and the planned built character of the precinct.”* It is good to see that access to sunlight will be ensured in this development, although with the amount of buildings planned it is hard to see how this will be achieved as it seems the newly planned buildings will shade the other proposed lower buildings along the east, south and west boundaries, clearly the 16-storeys would shade more the land down to the eastern side.

26.6

Shading of the natural environment needs to be avoided.

Transportation and Carparking:

While we recognise the aim of Auckland Council to encourage a move away from use of private vehicles towards use of public transport, it is not realistic to encourage housing intensification AND reduce carparking spaces. We do not believe it is sensible, realistic or good long term planning to not cater adequately for parking of vehicles. We believe the Council should ensure that developers are required to provide adequate parking onsite,

26.2

otherwise it is ‘short term planning’. We understand that the Takapuna 2 Precinct will allow for 553 homes. There is no on-street parking available in the immediate proximity of the Precinct, so inadequate carparking provision would impact negatively on the community.

1553.6.11 Maximum on-site parking – *“Purpose: To ensure the safety, efficiency and effectiveness of the internal and local road network and to discourage single occupancy car-based trips to and from the precinct. (1) The maximum number of long term or short term parking spaces (inclusive of any stacked facility) within the precinct must not exceed 321.”*

We note the onsite parking is based on *“a car park ratio of 0.55 of all residential activities and 548 dwellings”*. The table indicates 301 car parking spaces for Residential dwellings and 20 for Commercial and healthcare facilities. On this site, apparently, it is intended that there will be 252 owners/families who do not have a carpark. Only 20 carparks are planned for the Commercial and Healthcare facilities, which need to cater for both workers (estimated to number 17) and clients. No provision appears to have been made for visitors in general. How realistic is that from a long term functional perspective, especially given that the site is on a main road with no street parking?

26.2

There MUST be adequate provision for on-site carparking for the population housed, for the onsite facilities, and for visitors.

It is noted that the precinct *“seeks to . . . encourage the use of non-car based trips”* (Appendix C -1553.1 (paragraph 7). 1553.3 (10) *“Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes . . .”*.

1553.3 (2) (a) *“promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwellings and non-residential floorspace anticipated for the precinct.”* – How? For a development of this size, here is an opportunity to implement the initiative of ‘Car Sharing’ functionality, where members pay an annual fee and hourly rate. ‘Requiring to consider’ is inadequate - Auckland Council needs to ensure the developer ‘walks the talk’.

26.7

There seems to be a heavy reliance on the expectation of people using public transport to justify the lack of onsite parking for vehicles, which is fine, if that infrastructure exists and the appropriate public transport can get a person to the range of destinations required in a timely manner.

Pedestrians crossing Esmonde Road will be busy ‘pushing the buzzer’ to return home, which is bound to have a noticeable impact on traffic flow to Takapuna and Devonport at the end of the day. That comment would also apply to Esmonde Road and Fred Thomas Drive to access the Akoranga Bus Station.

There seem to be a few ‘optimistic’ points within the Traffic Impact Assessment.

553 homes, practically, some are likely to be rented out, therefore meaning there is a certain frequency of people moving in and moving out. If you have 1% of that total number of homes moving in and out in any one week, that is a large number of vehicles that need to be catered for. Additionally, with the rapid growth of Courier deliveries and grocery deliveries, given that they have allowed for minimal parking, those vehicles are also likely to be frequently

26.2

coming and going and need somewhere to park while they load and unload. You either cater for delivery vehicles, or for people to get into their car to drive to do their grocery shopping.

When you have 1500 people, that is a lot of movement.

Proposed Boardwalk:

We do not think a boardwalk is appropriate for a coastline adjacent to a Special Environmental Area. It is not necessary feature. It will be very intrusive into the coastal environment and create a separation between the land and foreshore, so it would limit the freedom of movement for birds needing safe and secure access to both those habitats. It could compromise conservation opportunities. It would also provide the opportunity for people to encroach further into a Special Ecological Area that is best 'left alone'. Auckland Council has a responsibility to protect our natural environment from unnecessary intrusion, which is what the boardwalk would be.

26.3

An expert in environmental and birdlife issues should be consulted, in order to understand the possible consequences to the coastal area and wildlife. Particular conditions should be imposed.

Proposed Cycleway to Francis Street:

1553.2 (2) *"The Takapuna 2 Precinct functions in a way that: (a) links pedestrian and cycling facilities within and around the precinct, to enhance recreation and connectivity with the wider environment including the potential Francis Street boardwalk connection"*. Plans for cycling 'around the precinct' need to be the responsibility of the developer on private land (i.e. not the Coastal Reserve. Any cycleway on the Coastal Reserve would need to go through the approval process with the Council.). We note that the site map only has the 'potential' Ped/cycle connection between Francis Street and Esmonde Road.

26.3

An expert in environmental and birdlife issues should be consulted, to understand the possible consequences for the coastal area and wildlife. Certainly particular conditions should be imposed.

Open Space – Conservation Zone

1553.3 (6) *"Ensure that the ecological and landscape values of the future esplanade reserve (Open Space – Conservation Zone) are recognised and protected from the effects of inappropriate use and development."* Trees of the Coastal Reserve must not be pruned by 'the Precinct' 'to maintain or improve views'.

1553.6.7. Front, side and rear fences and walls – It was reassuring to see reference to fencing adjacent to the 'esplanade reserve'. What provision is being made to provide a clear indication of 'boundary' between what is private land and what is 'Coastal Reserve' public land? The Precinct needs to take responsibility for fencing and/or signage so that Health & Safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

26.8

Wind:

(1553.6.6) We note that the effects of new buildings will also have an impact on the coastal environment and are concerned. Takapuna Residents Association would like to receive the report regarding this requirement.

Facilities:

(1553.2 (1) (e)). “enables a limited range and scale of ancillary non-residential activities to support residents of the precinct”. There needs to be ‘adequate’ provision for the population on site, because with Housing Intensification Takapuna’s amenities are under pressure.

26.9

We note that international developments of this size also incorporate a playground area for children, so this should be provided.

This site is intending to provide 553 new dwellings, which will result in an estimated increase of >1,500 people to the Takapuna population. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the associated increase in population. Takapuna has very limited green, grassy, level, open spaces.

Infrastructure:

For such a large scale development, where is the detail of the infrastructure contribution to water, waste water and other services by the developer to ensure the local infrastructure continues to function well?

26.10

Have reports been provided by Vector and Chorus for their networks, confirming that they can handle this addition load?

To Conclude:

Having given the matter serious thought, I am still decidedly unhappy about the Private Plan Change 85. The new plans differ too much from those previously approved. I do not believe the new plan is to the benefit of the community. I do not like the excessive height and immense size of the overall development, the lack of onsite parking is short-sighted in the long term, the plan relies on the proposed cycleway to Francis Street to ‘sway’ opinion but it is not ‘a given’, and the proposed boardwalk around the headland unfortunately clashes with the need for protection of the adjacent Special Ecological Area (SEA).

I oppose the new proposed private plan change, and request Auckland Council to consider the points raised and to be stringent in their protection of that coastal area.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Michelle Morrison
Date: Thursday, 6 October 2022 4:00:45 am
Attachments: [Submission on 48 Esmonde Road Plan Change 85_20221006035938.958.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michelle Morrison

Organisation name:

Agent's full name:

Email address: michelle.morrison.nz@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

Map or maps:

Other provisions:

As per attachment.

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:

- the excessive height and position of the proposed 'towers blocks'
- lack of onsite parking for the number of residents and facilities
- the proposed cycleway to Francis Street,
- the proposed boardwalk around the headland, and
- need for protection of the adjacent Special Ecological Area (SEA).

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As per attachment.

Submission date: 6 October 2022

Supporting documents

Submission on 48 Esmonde Road Plan Change 85_20221006035938.958.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.

**Submission on 48 Esmonde Road, Takapuna (Plan Change 85)
7 October 2022**

Proposed Private Plan Change 85 seeks to rezone the land around the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone, but to retain the existing Residential – Terrace Housing and Apartment Building zone for the remainder of the land. The proposed private plan change also seeks to introduce a new Precinct, the Takapuna 2 Precinct, which contains site specific development provisions for the land at 48 Esmonde Road, Takapuna.

Introduction:

I realise that some development is appropriate for 48 Esmonde Road, Takapuna, however, I have serious concerns about the Private Plan Change 85, with the key issues being:

- the excessive height and position of the proposed ‘towers blocks’ | 27.1
- lack of onsite parking for the number of residents and facilities | 27.2
- the proposed cycleway to Francis Street,
- the proposed boardwalk around the headland, and | 27.3
- need for protection of the adjacent Special Ecological Area (SEA). | 27.4

The new plans are *vastly* different to the previous plans, creating an overpowering imposition on the landscape that is ‘harsh to the eye’ as a solid block manmade structure. We have reviewed the supporting documentation and also note there are some errors and misleading statements which also create quite a different ‘picture’ to the actual situation. Phrases such as ‘maximum use’ can be regarded both positively and negatively. There is lack of consistency in the use of the terms “coastal margin”, “Coastal Reserve”, “Esplanade Reserve” and/or “conservation zone”. The meanings and use of the terms can carry ‘assumptions and expectations’ and can be misleading.

I oppose the new proposed private plan change that seeks to introduce a new Precinct, the Takapuna 2 Precinct.

Coastal Environment and Protection of the adjacent Special Ecological Area (SEA):

To date, this area of the harbour coastline has been reasonably inaccessible to the members of the public, and the church had little impact on the perimeter of the property, so in terms of conservation the natural state of the coastline has been maintained and the wildlife have been very protected from intrusion for many years.

Unfortunately, this area and coastline will now be readily accessible for a very large population of 553 households, by our estimation 1,000+ residents, and their associated pets - cats and dogs, who will have easy access day and night, all year round, to the coastal area and that will obviously have consequences for the natural environment and the birds that currently frequent the area. The “Coastal Reserve” will effectively become their ‘backyard’, so it can hardly be considered a ‘conservation zone’ when it is immediately adjacent to a large development such as this. If residents and visitors want to go for a walk around the perimeter of the development, native wildlife will be impacted.

By identifying areas as Special Ecological Areas (SEAs) Auckland Council aims to protect and maintain indigenous biodiversity within the Auckland Region. Shoal Bay is a designated SEA. Therefore, the Council needs to be mindful of those responsibilities and their commitments to this SEA when considering the proposed plans for the Amaia development, because it is immediately adjacent to a SEA. We note that local conservationist Phillip Moll has already noted his concerns about the impact of the Amaia development on the SEA of Shoal Bay. It should also be kept in mind that the recently-built Patuone Reserve boardwalk removed more mangroves from the western side of that coastal estuary than had been approved - which resulted in loss of habitat; also that the current Housing Intensification plans for Takapuna have not allowed for space or low density housing along the eastern side of that coastal estuary to provide a buffer for wildlife. So the natural coastal fringe environment has already been markedly affected by development and/or by intended development, and the birdlife has consequently been impacted upon. The sensitivity of our coastal marine areas needs to be respected and protected.

27.4

New Buildings Planned:

1553.3 (4) “*Require that new buildings: . . . (b) are appropriate in scale to, . . .*”. Many of the residents of Takapuna have indicated that they are not in favour of 10-storey and 16-storey buildings, and would not agree that the ‘scale’ of these buildings is appropriate. Comparison photos in Appendix I – Landscape Attachments identifies very clearly the different impact on the landscape compared with the previous plans for this site. The visual impact of the new image is huge, imposing, a large ‘unbroken’ area of hard-surfaced structure, which is out-of-proportion to the environment and in complete contrast to the coastal environment, at a main ‘entry point’ to Takapuna.

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See comparison photos from Appendix I – Landscape Attachments as follows.



In terms of building compliance, the Precinct at 48 Esmonde Road should meet all the requirements, without the Coastal Reserve being part of those decisions, as would any other property in Auckland. It seems that this is being used as a ‘bargaining tool’ in order to ‘squeeze more onto the site’. We believe the Coastal Reserve should be an entirely separate aspect.

1553.6.3 Building coverage – While we understand that the developer wants to maximise their \$, building coverage also needs to be kept reasonable and in perspective with the overall community. We don’t want a development that ‘stick outs like a sore thumb’ on this coastal headland.

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1553.6.2 Maximum impervious area – *“Purpose: To provide for the intensive use of the majority of the precinct in recognition of the long coastal margin (esplanade reserve) and its capacity to mitigate the effects of stormwater runoff from the precinct’s planned urban character of multi-storey buildings surrounded by open space.”* This is a very important aspect and we disagree with this statement.

In seeking the rezoning, the development is ‘separating itself from the coastal margin’. Therefore, development should meet the same requirements as other property owners in the area, and that is for impermeable surfaces to be measured within the legal boundaries and meet the percentage requirements accordingly. In seeking this zoning change, the coastal reserve should be regarded as a separate entity, and the precinct site should meet the standard rules for impermeable surfaces. Other properties in Takapuna adjacent to parks have to meet the same criteria, so this development should be no different. It could be seen that the developers are just ‘trying to maximise their profits and minimise their responsibilities’. Impermeable surfaces also have the benefit of improving the overall environment within the precinct itself – so their residents should have the benefit of that. The other aspect to that comment is that the developers expect the runoff from the buildings to wash down and over the park, and that is not appropriate or desirable. Auckland Council needs to ensure tight control of this aspect, especially in for relevant Climate Actions and Targets.

Shading: 1553.8.2 Assessment criteria – (c) *“Shading – the extent to which: (i) the location and design of buildings ensures a reasonable level of sunlight access (measured at the Equinox) to residential units (principal living rooms and private outdoor spaces) and open space areas, taking into consideration the site and building orientation and the planned built character of the precinct.”* It is good to see that access to sunlight will be ensured in this development, although with the amount of buildings planned it is hard to see how this will be achieved as it seems the newly planned buildings will shade the other proposed lower buildings along the east, south and west boundaries, clearly the 16-storeys would shade more the land down to the eastern side.

Shading of the natural environment needs to be avoided.

Transportation and Carparking:

While we recognise the aim of Auckland Council to encourage a move away from use of private vehicles towards use of public transport, it is not realistic to encourage housing intensification AND reduce carparking spaces. We do not believe it is sensible, realistic or good long term planning to not cater adequately for parking of vehicles. We believe the Council should ensure that developers are required to provide adequate parking onsite,

26.2

otherwise it is 'short term planning'. We understand that the Takapuna 2 Precinct will allow for 553 homes. There is no on-street parking available in the immediate proximity of the Precinct, so inadequate carparking provision would impact negatively on the community.

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We note the onsite parking is based on *“a car park ratio of 0.55 of all residential activities and 548 dwellings”*. The table indicates 301 car parking spaces for Residential dwellings and 20 for Commercial and healthcare facilities. On this site, apparently, it is intended that there will be 252 owners/families who do not have a carpark. Only 20 carparks are planned for the Commercial and Healthcare facilities, which need to cater for both workers (estimated to number 17) and clients. No provision appears to have been made for visitors in general. How realistic is that from a long term functional perspective, especially given that the site is on a main road with no street parking?

27.2

There MUST be adequate provision for on-site carparking for the population housed, for the onsite facilities, and for visitors.

It is noted that the precinct *“seeks to . . . encourage the use of non-car based trips”* (Appendix C -1553.1 (paragraph 7). 1553.3 (10) *“Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes . . .”*.

1553.3 (2) (a) *“promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwellings and non-residential floorspace anticipated for the precinct.”* – How? For a development of this size, here is an opportunity to implement the initiative of 'Car Sharing' functionality, where members pay an annual fee and hourly rate. 'Requiring to consider' is inadequate - Auckland Council needs to ensure the developer 'walks the talk'.

27.7

There seems to be a heavy reliance on the expectation of people using public transport to justify the lack of onsite parking for vehicles, which is fine, if that infrastructure exists and the appropriate public transport can get a person to the range of destinations required in a timely manner.

Pedestrians crossing Esmonde Road will be busy 'pushing the buzzer' to return home, which is bound to have a noticeable impact on traffic flow to Takapuna and Devonport at the end of the day. That comment would also apply to Esmonde Road and Fred Thomas Drive to access the Akoranga Bus Station.

There seem to be a few 'optimistic' points within the Traffic Impact Assessment.

553 homes, practically, some are likely to be rented out, therefore meaning there is a certain frequency of people moving in and moving out. If you have 1% of that total number of homes moving in and out in any one week, that is a large number of vehicles that need to be catered for. Additionally, with the rapid growth of Courier deliveries and grocery deliveries, given that they have allowed for minimal parking, those vehicles are also likely to be frequently

27.2

coming and going and need somewhere to park while they load and unload. You either cater for delivery vehicles, or for people to get into their car to drive to do their grocery shopping.

When you have 1500 people, that is a lot of movement.

Proposed Boardwalk:

We do not think a boardwalk is appropriate for a coastline adjacent to a Special Environmental Area. It is not necessary feature. It will be very intrusive into the coastal environment and create a separation between the land and foreshore, so it would limit the freedom of movement for birds needing safe and secure access to both those habitats. It could compromise conservation opportunities. It would also provide the opportunity for people to encroach further into a Special Ecological Area that is best 'left alone'. Auckland Council has a responsibility to protect our natural environment from unnecessary intrusion, which is what the boardwalk would be.

27.3

An expert in environmental and birdlife issues should be consulted, in order to understand the possible consequences to the coastal area and wildlife. Particular conditions should be imposed.

Proposed Cycleway to Francis Street:

1553.2 (2) *"The Takapuna 2 Precinct functions in a way that: (a) links pedestrian and cycling facilities within and around the precinct, to enhance recreation and connectivity with the wider environment including the potential Francis Street boardwalk connection"*. Plans for cycling 'around the precinct' need to be the responsibility of the developer on private land (i.e. not the Coastal Reserve. Any cycleway on the Coastal Reserve would need to go through the approval process with the Council.). We note that the site map only has the 'potential' Ped/cycle connection between Francis Street and Esmonde Road.

27.3

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Open Space – Conservation Zone

1553.3 (6) *"Ensure that the ecological and landscape values of the future esplanade reserve (Open Space – Conservation Zone) are recognised and protected from the effects of inappropriate use and development."* Trees of the Coastal Reserve must not be pruned by 'the Precinct' 'to maintain or improve views'.

1553.6.7. Front, side and rear fences and walls – It was reassuring to see reference to fencing adjacent to the 'esplanade reserve'. What provision is being made to provide a clear indication of 'boundary' between what is private land and what is 'Coastal Reserve' public land? The Precinct needs to take responsibility for fencing and/or signage so that Health & Safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

27.8

Wind:

(1553.6.6) We note that the effects of new buildings will also have an impact on the coastal environment and are concerned. Takapuna Residents Association would like to receive the report regarding this requirement.

Facilities:

(1553.2 (1) (e)). “enables a limited range and scale of ancillary non-residential activities to support residents of the precinct”. There needs to be ‘adequate’ provision for the population on site, because with Housing Intensification Takapuna’s amenities are under pressure.

27.9

We note that international developments of this size also incorporate a playground area for children, so this should be provided.

This site is intending to provide 553 new dwellings, which will result in an estimated increase of >1,500 people to the Takapuna population. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the associated increase in population. Takapuna has very limited green, grassy, level, open spaces.

Infrastructure:

For such a large scale development, where is the detail of the infrastructure contribution to water, waste water and other services by the developer to ensure the local infrastructure continues to function well?

27.10

Have reports been provided by Vector and Chorus for their networks, confirming that they can handle this addition load?

To Conclude:

Having given the matter serious thought, I am still decidedly unhappy about the Private Plan Change 85. The new plans differ too much from those previously approved. I do not believe the new plan is to the benefit of the community. I do not like the excessive height and immense size of the overall development, the lack of onsite parking is short-sighted in the long term, the plan relies on the proposed cycleway to Francis Street to ‘sway’ opinion but it is not ‘a given’, and the proposed boardwalk around the headland unfortunately clashes with the need for protection of the adjacent Special Ecological Area (SEA).

I oppose the new proposed private plan change, and request Auckland Council to consider the points raised and to be stringent in their protection of that coastal area.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Beverley Joy Weaver
Date: Thursday, 6 October 2022 4:45:42 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Beverley Joy Weaver

Organisation name:

Agent's full name:

Email address: bweavernz@yahoo.co.uk

Contact phone number:

Postal address:
bweavernz@yahoo.co.uk
Auckland
Auckland 1061

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
See below

Property address: 48 Esmonde Rd0

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:

I lived on the shore for many years and children still live there with their children. Traffic and damage to the environment, especially flora and fauna is extremely bad. This is a particular bottleneck at the moment without adding to the congestion. I support all the arguments within the submission made by Michelle Morrison and would like to add my name to the points raised by her.

28.1

I or we seek the following decision by council: Decline the plan change

Submission date: 6 October 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Linda Haynes
Date: Thursday, 6 October 2022 12:45:20 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Linda Haynes

Organisation name:

Agent's full name: Linda Haynes

Email address: honzbro@actrix.co.nz

Contact phone number: 0274153201

Postal address:
honzbro@actrix.co.nz
Auckland
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
plan change 85

Property address: 48 Esmond Rd

Map or maps:

Other provisions:
The height of this building site

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:
The building of 16 levels is too high for a coastal area,
This height will block sun and light from surrounding residents

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: lower the heighth of this build.

Submission date: 6 October 2022

Attend a hearing

29.1

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?
Yes

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:

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Rochelle Fogarin
Date: Thursday, 6 October 2022 3:45:24 pm
Attachments: [Submission on 48 Esmonde Road Plan Change 85_20221006153153.353.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rochelle Fogarin

Organisation name:

Agent's full name:

Email address: rjfogarin@hotmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
48 Esmonde Road, Takapuna. PC 85 (Private)

Property address: 48 Esmonde Road, Takapuna

Map or maps:

Other provisions:
As per attached.

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:
the excessive height and position of the proposed 'towers blocks'
• lack of onsite parking for the number of residents and facilities
• the proposed cycleway to Francis Street,
• the proposed boardwalk around the headland, and
• need for protection of the adjacent Special Ecological Area (SEA).

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As attached

Submission date: 6 October 2022

Supporting documents

Submission on 48 Esmonde Road Plan Change 85_20221006153153.353.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

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**Submission on 48 Esmonde Road, Takapuna (Plan Change 85)
7 October 2022**

Proposed Private Plan Change 85 seeks to rezone the land around the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone, but to retain the existing Residential – Terrace Housing and Apartment Building zone for the remainder of the land. The proposed private plan change also seeks to introduce a new Precinct, the Takapuna 2 Precinct, which contains site specific development provisions for the land at 48 Esmonde Road, Takapuna.

Introduction:

I realise that some development is appropriate for 48 Esmonde Road, Takapuna, however, I have serious concerns about the Private Plan Change 85, with the key issues being:

- the excessive height and position of the proposed ‘towers blocks’ | 30.1
- lack of onsite parking for the number of residents and facilities | 30.2
- the proposed cycleway to Francis Street, | 30.3
- the proposed boardwalk around the headland, and | 30.3
- need for protection of the adjacent Special Ecological Area (SEA). | 30.4

The new plans are *vastly* different to the previous plans, creating an overpowering imposition on the landscape that is ‘harsh to the eye’ as a solid block manmade structure. We have reviewed the supporting documentation and also note there are some errors and misleading statements which also create quite a different ‘picture’ to the actual situation. Phrases such as ‘maximum use’ can be regarded both positively and negatively. There is lack of consistency in the use of the terms “coastal margin”, “Coastal Reserve”, “Esplanade Reserve” and/or “conservation zone”. The meanings and use of the terms can carry ‘assumptions and expectations’ and can be misleading.

I oppose the new proposed private plan change that seeks to introduce a new Precinct, the Takapuna 2 Precinct.

Coastal Environment and Protection of the adjacent Special Ecological Area (SEA):

To date, this area of the harbour coastline has been reasonably inaccessible to the members of the public, and the church had little impact on the perimeter of the property, so in terms of conservation the natural state of the coastline has been maintained and the wildlife have been very protected from intrusion for many years.

Unfortunately, this area and coastline will now be readily accessible for a very large population of 553 households, by our estimation 1,000+ residents, and their associated pets - cats and dogs, who will have easy access day and night, all year round, to the coastal area and that will obviously have consequences for the natural environment and the birds that currently frequent the area. The “Coastal Reserve” will effectively become their ‘backyard’, so it can hardly be considered a ‘conservation zone’ when it is immediately adjacent to a large development such as this. If residents and visitors want to go for a walk around the perimeter of the development, native wildlife will be impacted.

By identifying areas as Special Ecological Areas (SEAs) Auckland Council aims to protect and maintain indigenous biodiversity within the Auckland Region. Shoal Bay is a designated SEA. Therefore, the Council needs to be mindful of those responsibilities and their commitments to this SEA when considering the proposed plans for the Amaia development, because it is immediately adjacent to a SEA. We note that local conservationist Phillip Moll has already noted his concerns about the impact of the Amaia development on the SEA of Shoal Bay. It should also be kept in mind that the recently-built Patuone Reserve boardwalk removed more mangroves from the western side of that coastal estuary than had been approved - which resulted in loss of habitat; also that the current Housing Intensification plans for Takapuna have not allowed for space or low density housing along the eastern side of that coastal estuary to provide a buffer for wildlife. So the natural coastal fringe environment has already been markedly affected by development and/or by intended development, and the birdlife has consequently been impacted upon. The sensitivity of our coastal marine areas needs to be respected and protected.

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Open Space – Conservation Zone

1553.3 (6) *"Ensure that the ecological and landscape values of the future esplanade reserve (Open Space – Conservation Zone) are recognised and protected from the effects of inappropriate use and development."* Trees of the Coastal Reserve must not be pruned by 'the Precinct' 'to maintain or improve views'.

1553.6.7. Front, side and rear fences and walls – It was reassuring to see reference to fencing adjacent to the 'esplanade reserve'. What provision is being made to provide a clear indication of 'boundary' between what is private land and what is 'Coastal Reserve' public land? The Precinct needs to take responsibility for fencing and/or signage so that Health & Safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

30.8

Wind:

(1553.6.6) We note that the effects of new buildings will also have an impact on the coastal environment and are concerned. Takapuna Residents Association would like to receive the report regarding this requirement.

Facilities:

(1553.2 (1) (e)). “enables a limited range and scale of ancillary non-residential activities to support residents of the precinct”. There needs to be ‘adequate’ provision for the population on site, because with Housing Intensification Takapuna’s amenities are under pressure.

30.9

We note that international developments of this size also incorporate a playground area for children, so this should be provided.

This site is intending to provide 553 new dwellings, which will result in an estimated increase of >1,500 people to the Takapuna population. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the associated increase in population. Takapuna has very limited green, grassy, level, open spaces.

Infrastructure:

For such a large scale development, where is the detail of the infrastructure contribution to water, waste water and other services by the developer to ensure the local infrastructure continues to function well?

30.10

Have reports been provided by Vector and Chorus for their networks, confirming that they can handle this addition load?

To Conclude:

Having given the matter serious thought, I am still decidedly unhappy about the Private Plan Change 85. The new plans differ too much from those previously approved. I do not believe the new plan is to the benefit of the community. I do not like the excessive height and immense size of the overall development, the lack of onsite parking is short-sighted in the long term, the plan relies on the proposed cycleway to Francis Street to ‘sway’ opinion but it is not ‘a given’, and the proposed boardwalk around the headland unfortunately clashes with the need for protection of the adjacent Special Ecological Area (SEA).

I oppose the new proposed private plan change, and request Auckland Council to consider the points raised and to be stringent in their protection of that coastal area.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - David Callaway
Date: Thursday, 6 October 2022 3:45:26 pm
Attachments: [Submission on 48 Esmonde Road Plan Change 85_20221006153419.479.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Callaway

Organisation name:

Agent's full name:

Email address: callawaydmd@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
48 Esmonde Road, Takapuna PC 85 (Private)

Property address: 48 Esmonde Road, Takapuna

Map or maps:

Other provisions:
As attached

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:
the excessive height and position of the proposed 'towers blocks'
• lack of onsite parking for the number of residents and facilities
• the proposed cycleway to Francis Street,
• the proposed boardwalk around the headland, and
• need for protection of the adjacent Special Ecological Area (SEA).

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As attached

Submission date: 6 October 2022

Supporting documents

Submission on 48 Esmonde Road Plan Change 85_20221006153419.479.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.

**Submission on 48 Esmonde Road, Takapuna (Plan Change 85)
7 October 2022**

Proposed Private Plan Change 85 seeks to rezone the land around the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone, but to retain the existing Residential – Terrace Housing and Apartment Building zone for the remainder of the land. The proposed private plan change also seeks to introduce a new Precinct, the Takapuna 2 Precinct, which contains site specific development provisions for the land at 48 Esmonde Road, Takapuna.

Introduction:

I realise that some development is appropriate for 48 Esmonde Road, Takapuna, however, I have serious concerns about the Private Plan Change 85, with the key issues being:

- the excessive height and position of the proposed ‘towers blocks’ | 31.1
- lack of onsite parking for the number of residents and facilities | 31.2
- the proposed cycleway to Francis Street, | 31.3
- the proposed boardwalk around the headland, and |
- need for protection of the adjacent Special Ecological Area (SEA). | 31.4

The new plans are *vastly* different to the previous plans, creating an overpowering imposition on the landscape that is ‘harsh to the eye’ as a solid block manmade structure. We have reviewed the supporting documentation and also note there are some errors and misleading statements which also create quite a different ‘picture’ to the actual situation. Phrases such as ‘maximum use’ can be regarded both positively and negatively. There is lack of consistency in the use of the terms “coastal margin”, “Coastal Reserve”, “Esplanade Reserve” and/or “conservation zone”. The meanings and use of the terms can carry ‘assumptions and expectations’ and can be misleading.

I oppose the new proposed private plan change that seeks to introduce a new Precinct, the Takapuna 2 Precinct.

Coastal Environment and Protection of the adjacent Special Ecological Area (SEA):

To date, this area of the harbour coastline has been reasonably inaccessible to the members of the public, and the church had little impact on the perimeter of the property, so in terms of conservation the natural state of the coastline has been maintained and the wildlife have been very protected from intrusion for many years.

Unfortunately, this area and coastline will now be readily accessible for a very large population of 553 households, by our estimation 1,000+ residents, and their associated pets - cats and dogs, who will have easy access day and night, all year round, to the coastal area and that will obviously have consequences for the natural environment and the birds that currently frequent the area. The “Coastal Reserve” will effectively become their ‘backyard’, so it can hardly be considered a ‘conservation zone’ when it is immediately adjacent to a large development such as this. If residents and visitors want to go for a walk around the perimeter of the development, native wildlife will be impacted.

By identifying areas as Special Ecological Areas (SEAs) Auckland Council aims to protect and maintain indigenous biodiversity within the Auckland Region. Shoal Bay is a designated SEA. Therefore, the Council needs to be mindful of those responsibilities and their commitments to this SEA when considering the proposed plans for the Amaia development, because it is immediately adjacent to a SEA. We note that local conservationist Phillip Moll has already noted his concerns about the impact of the Amaia development on the SEA of Shoal Bay. It should also be kept in mind that the recently-built Patuone Reserve boardwalk removed more mangroves from the western side of that coastal estuary than had been approved - which resulted in loss of habitat; also that the current Housing Intensification plans for Takapuna have not allowed for space or low density housing along the eastern side of that coastal estuary to provide a buffer for wildlife. So the natural coastal fringe environment has already been markedly affected by development and/or by intended development, and the birdlife has consequently been impacted upon. The sensitivity of our coastal marine areas needs to be respected and protected.

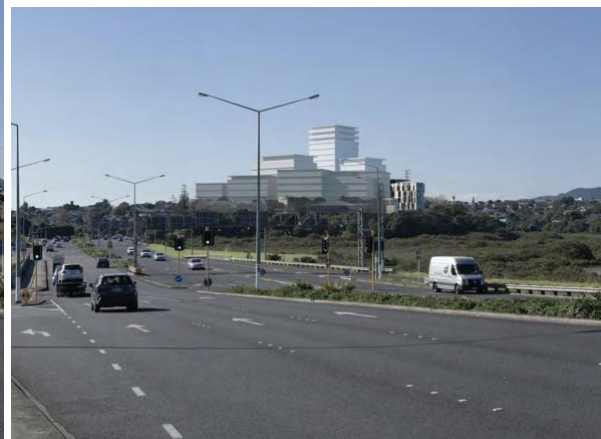
31.4

New Buildings Planned:

1553.3 (4) “*Require that new buildings: . . . (b) are appropriate in scale to, . . .*”. Many of the residents of Takapuna have indicated that they are not in favour of 10-storey and 16-storey buildings, and would not agree that the ‘scale’ of these buildings is appropriate. Comparison photos in Appendix I – Landscape Attachments identifies very clearly the different impact on the landscape compared with the previous plans for this site. The visual impact of the new image is huge, imposing, a large ‘unbroken’ area of hard-surfaced structure, which is out-of-proportion to the environment and in complete contrast to the coastal environment, at a main ‘entry point’ to Takapuna.

31.1

See comparison photos from Appendix I – Landscape Attachments as follows.



In terms of building compliance, the Precinct at 48 Esmonde Road should meet all the requirements, without the Coastal Reserve being part of those decisions, as would any other property in Auckland. It seems that this is being used as a ‘bargaining tool’ in order to ‘squeeze more onto the site’. We believe the Coastal Reserve should be an entirely separate aspect.

1553.6.3 Building coverage – While we understand that the developer wants to maximise their \$, building coverage also needs to be kept reasonable and in perspective with the overall community. We don’t want a development that ‘stick outs like a sore thumb’ on this coastal headland.

31.5

1553.6.2 Maximum impervious area – *“Purpose: To provide for the intensive use of the majority of the precinct in recognition of the long coastal margin (esplanade reserve) and its capacity to mitigate the effects of stormwater runoff from the precinct’s planned urban character of multi-storey buildings surrounded by open space.”* This is a very important aspect and we disagree with this statement.

In seeking the rezoning, the development is ‘separating itself from the coastal margin’. Therefore, development should meet the same requirements as other property owners in the area, and that is for impermeable surfaces to be measured within the legal boundaries and meet the percentage requirements accordingly. In seeking this zoning change, the coastal reserve should be regarded as a separate entity, and the precinct site should meet the standard rules for impermeable surfaces. Other properties in Takapuna adjacent to parks have to meet the same criteria, so this development should be no different. It could be seen that the developers are just ‘trying to maximise their profits and minimise their responsibilities’. Impermeable surfaces also have the benefit of improving the overall environment within the precinct itself – so their residents should have the benefit of that. The other aspect to that comment is that the developers expect the runoff from the buildings to wash down and over the park, and that is not appropriate or desirable. Auckland Council needs to ensure tight control of this aspect, especially in for relevant Climate Actions and Targets.

Shading: 1553.8.2 Assessment criteria – (c) *“Shading – the extent to which: (i) the location and design of buildings ensures a reasonable level of sunlight access (measured at the Equinox) to residential units (principal living rooms and private outdoor spaces) and open space areas, taking into consideration the site and building orientation and the planned built character of the precinct.”* It is good to see that access to sunlight will be ensured in this development, although with the amount of buildings planned it is hard to see how this will be achieved as it seems the newly planned buildings will shade the other proposed lower buildings along the east, south and west boundaries, clearly the 16-storeys would shade more the land down to the eastern side.

31.6

Shading of the natural environment needs to be avoided.

Transportation and Carparking:

While we recognise the aim of Auckland Council to encourage a move away from use of private vehicles towards use of public transport, it is not realistic to encourage housing intensification AND reduce carparking spaces. We do not believe it is sensible, realistic or good long term planning to not cater adequately for parking of vehicles. We believe the Council should ensure that developers are required to provide adequate parking onsite,

31.2

otherwise it is 'short term planning'. We understand that the Takapuna 2 Precinct will allow for 553 homes. There is no on-street parking available in the immediate proximity of the Precinct, so inadequate carparking provision would impact negatively on the community.

1553.6.11 Maximum on-site parking – *“Purpose: To ensure the safety, efficiency and effectiveness of the internal and local road network and to discourage single occupancy car-based trips to and from the precinct. (1) The maximum number of long term or short term parking spaces (inclusive of any stacked facility) within the precinct must not exceed 321.”*

We note the onsite parking is based on *“a car park ratio of 0.55 of all residential activities and 548 dwellings”*. The table indicates 301 car parking spaces for Residential dwellings and 20 for Commercial and healthcare facilities. On this site, apparently, it is intended that there will be 252 owners/families who do not have a carpark. Only 20 carparks are planned for the Commercial and Healthcare facilities, which need to cater for both workers (estimated to number 17) and clients. No provision appears to have been made for visitors in general. How realistic is that from a long term functional perspective, especially given that the site is on a main road with no street parking?

31.2

There MUST be adequate provision for on-site carparking for the population housed, for the onsite facilities, and for visitors.

It is noted that the precinct *“seeks to . . . encourage the use of non-car based trips”* (Appendix C -1553.1 (paragraph 7). 1553.3 (10) *“Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes . . .”*.

1553.3 (2) (a) *“promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwellings and non-residential floorspace anticipated for the precinct.”* – How? For a development of this size, here is an opportunity to implement the initiative of 'Car Sharing' functionality, where members pay an annual fee and hourly rate. 'Requiring to consider' is inadequate - Auckland Council needs to ensure the developer 'walks the talk'.

31.7

There seems to be a heavy reliance on the expectation of people using public transport to justify the lack of onsite parking for vehicles, which is fine, if that infrastructure exists and the appropriate public transport can get a person to the range of destinations required in a timely manner.

Pedestrians crossing Esmonde Road will be busy 'pushing the buzzer' to return home, which is bound to have a noticeable impact on traffic flow to Takapuna and Devonport at the end of the day. That comment would also apply to Esmonde Road and Fred Thomas Drive to access the Akoranga Bus Station.

There seem to be a few 'optimistic' points within the Traffic Impact Assessment.

553 homes, practically, some are likely to be rented out, therefore meaning there is a certain frequency of people moving in and moving out. If you have 1% of that total number of homes moving in and out in any one week, that is a large number of vehicles that need to be catered for. Additionally, with the rapid growth of Courier deliveries and grocery deliveries, given that they have allowed for minimal parking, those vehicles are also likely to be frequently

31.2

coming and going and need somewhere to park while they load and unload. You either cater for delivery vehicles, or for people to get into their car to drive to do their grocery shopping.

When you have 1500 people, that is a lot of movement.

Proposed Boardwalk:

We do not think a boardwalk is appropriate for a coastline adjacent to a Special Environmental Area. It is not necessary feature. It will be very intrusive into the coastal environment and create a separation between the land and foreshore, so it would limit the freedom of movement for birds needing safe and secure access to both those habitats. It could compromise conservation opportunities. It would also provide the opportunity for people to encroach further into a Special Ecological Area that is best 'left alone'. Auckland Council has a responsibility to protect our natural environment from unnecessary intrusion, which is what the boardwalk would be.

31.3

An expert in environmental and birdlife issues should be consulted, in order to understand the possible consequences to the coastal area and wildlife. Particular conditions should be imposed.

Proposed Cycleway to Francis Street:

1553.2 (2) *"The Takapuna 2 Precinct functions in a way that: (a) links pedestrian and cycling facilities within and around the precinct, to enhance recreation and connectivity with the wider environment including the potential Francis Street boardwalk connection"*. Plans for cycling 'around the precinct' need to be the responsibility of the developer on private land (i.e. not the Coastal Reserve. Any cycleway on the Coastal Reserve would need to go through the approval process with the Council.). We note that the site map only has the 'potential' Ped/cycle connection between Francis Street and Esmonde Road.

31.3

An expert in environmental and birdlife issues should be consulted, to understand the possible consequences for the coastal area and wildlife. Certainly particular conditions should be imposed.

Open Space – Conservation Zone

1553.3 (6) *"Ensure that the ecological and landscape values of the future esplanade reserve (Open Space – Conservation Zone) are recognised and protected from the effects of inappropriate use and development."* Trees of the Coastal Reserve must not be pruned by 'the Precinct' 'to maintain or improve views'.

1553.6.7. Front, side and rear fences and walls – It was reassuring to see reference to fencing adjacent to the 'esplanade reserve'. What provision is being made to provide a clear indication of 'boundary' between what is private land and what is 'Coastal Reserve' public land? The Precinct needs to take responsibility for fencing and/or signage so that Health & Safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

31.8

Wind:

(1553.6.6) We note that the effects of new buildings will also have an impact on the coastal environment and are concerned. Takapuna Residents Association would like to receive the report regarding this requirement.

Facilities:

(1553.2 (1) (e)). “enables a limited range and scale of ancillary non-residential activities to support residents of the precinct”. There needs to be ‘adequate’ provision for the population on site, because with Housing Intensification Takapuna’s amenities are under pressure.

31.9

We note that international developments of this size also incorporate a playground area for children, so this should be provided.

This site is intending to provide 553 new dwellings, which will result in an estimated increase of >1,500 people to the Takapuna population. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the associated increase in population. Takapuna has very limited green, grassy, level, open spaces.

Infrastructure:

For such a large scale development, where is the detail of the infrastructure contribution to water, waste water and other services by the developer to ensure the local infrastructure continues to function well?

31.10

Have reports been provided by Vector and Chorus for their networks, confirming that they can handle this addition load?

To Conclude:

Having given the matter serious thought, I am still decidedly unhappy about the Private Plan Change 85. The new plans differ too much from those previously approved. I do not believe the new plan is to the benefit of the community. I do not like the excessive height and immense size of the overall development, the lack of onsite parking is short-sighted in the long term, the plan relies on the proposed cycleway to Francis Street to ‘sway’ opinion but it is not ‘a given’, and the proposed boardwalk around the headland unfortunately clashes with the need for protection of the adjacent Special Ecological Area (SEA).

I oppose the new proposed private plan change, and request Auckland Council to consider the points raised and to be stringent in their protection of that coastal area.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Mary Boldero
Date: Thursday, 6 October 2022 4:00:23 pm
Attachments: [Submission on 48 Esmonde Road Plan Change 85_20221006154927.264.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mary Boldero

Organisation name:

Agent's full name:

Email address: maryboldero@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

Map or maps:

Other provisions:

As attached

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:

I am not happy about this change because of the excessive height and position of the proposed 'towers blocks' - these should not be so high, lack of onsite parking for the number of residents and facilities, the proposed cycleway to Francis Street, the proposed boardwalk around the headland which will impact the adjacent Special Ecological Area (SEA) which needs to be protected. I have lived here all my life, and I do not see this as positive progress. A review and reduction of this plan is required.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As per attachment.

Submission date: 6 October 2022

Supporting documents

Submission on 48 Esmonde Road Plan Change 85_20221006154927.264.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.

**Submission on 48 Esmonde Road, Takapuna (Plan Change 85)
7 October 2022**

Proposed Private Plan Change 85 seeks to rezone the land around the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone, but to retain the existing Residential – Terrace Housing and Apartment Building zone for the remainder of the land. The proposed private plan change also seeks to introduce a new Precinct, the Takapuna 2 Precinct, which contains site specific development provisions for the land at 48 Esmonde Road, Takapuna.

Introduction:

I realise that some development is appropriate for 48 Esmonde Road, Takapuna, however, I have serious concerns about the Private Plan Change 85, with the key issues being:

- the excessive height and position of the proposed ‘towers blocks’ | 32.1
- lack of onsite parking for the number of residents and facilities | 32.2
- the proposed cycleway to Francis Street, |
- the proposed boardwalk around the headland, and | 32.3
- need for protection of the adjacent Special Ecological Area (SEA). | 32.4

The new plans are *vastly* different to the previous plans, creating an overpowering imposition on the landscape that is ‘harsh to the eye’ as a solid block manmade structure. We have reviewed the supporting documentation and also note there are some errors and misleading statements which also create quite a different ‘picture’ to the actual situation. Phrases such as ‘maximum use’ can be regarded both positively and negatively. There is lack of consistency in the use of the terms “coastal margin”, “Coastal Reserve”, “Esplanade Reserve” and/or “conservation zone”. The meanings and use of the terms can carry ‘assumptions and expectations’ and can be misleading.

I oppose the new proposed private plan change that seeks to introduce a new Precinct, the Takapuna 2 Precinct.

Coastal Environment and Protection of the adjacent Special Ecological Area (SEA):

To date, this area of the harbour coastline has been reasonably inaccessible to the members of the public, and the church had little impact on the perimeter of the property, so in terms of conservation the natural state of the coastline has been maintained and the wildlife have been very protected from intrusion for many years.

Unfortunately, this area and coastline will now be readily accessible for a very large population of 553 households, by our estimation 1,000+ residents, and their associated pets - cats and dogs, who will have easy access day and night, all year round, to the coastal area and that will obviously have consequences for the natural environment and the birds that currently frequent the area. The “Coastal Reserve” will effectively become their ‘backyard’, so it can hardly be considered a ‘conservation zone’ when it is immediately adjacent to a large development such as this. If residents and visitors want to go for a walk around the perimeter of the development, native wildlife will be impacted.

By identifying areas as Special Ecological Areas (SEAs) Auckland Council aims to protect and maintain indigenous biodiversity within the Auckland Region. Shoal Bay is a designated SEA. Therefore, the Council needs to be mindful of those responsibilities and their commitments to this SEA when considering the proposed plans for the Amaia development, because it is immediately adjacent to a SEA. We note that local conservationist Phillip Moll has already noted his concerns about the impact of the Amaia development on the SEA of Shoal Bay. It should also be kept in mind that the recently-built Patuone Reserve boardwalk removed more mangroves from the western side of that coastal estuary than had been approved - which resulted in loss of habitat; also that the current Housing Intensification plans for Takapuna have not allowed for space or low density housing along the eastern side of that coastal estuary to provide a buffer for wildlife. So the natural coastal fringe environment has already been markedly affected by development and/or by intended development, and the birdlife has consequently been impacted upon. The sensitivity of our coastal marine areas needs to be respected and protected.

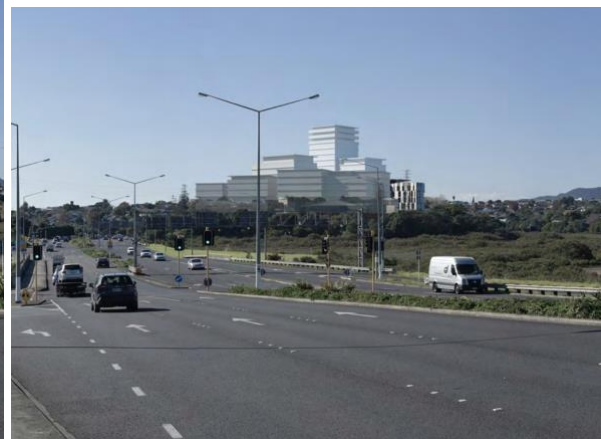
32.4

New Buildings Planned:

1553.3 (4) “*Require that new buildings: . . . (b) are appropriate in scale to, . . .*”. Many of the residents of Takapuna have indicated that they are not in favour of 10-storey and 16-storey buildings, and would not agree that the ‘scale’ of these buildings is appropriate. Comparison photos in Appendix I – Landscape Attachments identifies very clearly the different impact on the landscape compared with the previous plans for this site. The visual impact of the new image is huge, imposing, a large ‘unbroken’ area of hard-surfaced structure, which is out-of-proportion to the environment and in complete contrast to the coastal environment, at a main ‘entry point’ to Takapuna.

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32.5

1553.6.2 Maximum impervious area – *“Purpose: To provide for the intensive use of the majority of the precinct in recognition of the long coastal margin (esplanade reserve) and its capacity to mitigate the effects of stormwater runoff from the precinct’s planned urban character of multi-storey buildings surrounded by open space.”* This is a very important aspect and we disagree with this statement.

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32.6

Shading of the natural environment needs to be avoided.

Transportation and Carparking:

While we recognise the aim of Auckland Council to encourage a move away from use of private vehicles towards use of public transport, it is not realistic to encourage housing intensification AND reduce carparking spaces. We do not believe it is sensible, realistic or good long term planning to not cater adequately for parking of vehicles. We believe the Council should ensure that developers are required to provide adequate parking onsite,

32.2

otherwise it is 'short term planning'. We understand that the Takapuna 2 Precinct will allow for 553 homes. There is no on-street parking available in the immediate proximity of the Precinct, so inadequate carparking provision would impact negatively on the community.

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We note the onsite parking is based on *“a car park ratio of 0.55 of all residential activities and 548 dwellings”*. The table indicates 301 car parking spaces for Residential dwellings and 20 for Commercial and healthcare facilities. On this site, apparently, it is intended that there will be 252 owners/families who do not have a carpark. Only 20 carparks are planned for the Commercial and Healthcare facilities, which need to cater for both workers (estimated to number 17) and clients. No provision appears to have been made for visitors in general. How realistic is that from a long term functional perspective, especially given that the site is on a main road with no street parking?

32.2

There MUST be adequate provision for on-site carparking for the population housed, for the onsite facilities, and for visitors.

It is noted that the precinct *“seeks to . . . encourage the use of non-car based trips”* (Appendix C -1553.1 (paragraph 7). 1553.3 (10) *“Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes . . .”*.

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Pedestrians crossing Esmonde Road will be busy 'pushing the buzzer' to return home, which is bound to have a noticeable impact on traffic flow to Takapuna and Devonport at the end of the day. That comment would also apply to Esmonde Road and Fred Thomas Drive to access the Akoranga Bus Station.

There seem to be a few 'optimistic' points within the Traffic Impact Assessment.

553 homes, practically, some are likely to be rented out, therefore meaning there is a certain frequency of people moving in and moving out. If you have 1% of that total number of homes moving in and out in any one week, that is a large number of vehicles that need to be catered for. Additionally, with the rapid growth of Courier deliveries and grocery deliveries, given that they have allowed for minimal parking, those vehicles are also likely to be frequently

32.2

coming and going and need somewhere to park while they load and unload. You either cater for delivery vehicles, or for people to get into their car to drive to do their grocery shopping.

When you have 1500 people, that is a lot of movement.

Proposed Boardwalk:

We do not think a boardwalk is appropriate for a coastline adjacent to a Special Environmental Area. It is not necessary feature. It will be very intrusive into the coastal environment and create a separation between the land and foreshore, so it would limit the freedom of movement for birds needing safe and secure access to both those habitats. It could compromise conservation opportunities. It would also provide the opportunity for people to encroach further into a Special Ecological Area that is best 'left alone'. Auckland Council has a responsibility to protect our natural environment from unnecessary intrusion, which is what the boardwalk would be.

32.3

An expert in environmental and birdlife issues should be consulted, in order to understand the possible consequences to the coastal area and wildlife. Particular conditions should be imposed.

Proposed Cycleway to Francis Street:

1553.2 (2) *"The Takapuna 2 Precinct functions in a way that: (a) links pedestrian and cycling facilities within and around the precinct, to enhance recreation and connectivity with the wider environment including the potential Francis Street boardwalk connection"*. Plans for cycling 'around the precinct' need to be the responsibility of the developer on private land (i.e. not the Coastal Reserve. Any cycleway on the Coastal Reserve would need to go through the approval process with the Council.). We note that the site map only has the 'potential' Ped/cycle connection between Francis Street and Esmonde Road.

32.3

An expert in environmental and birdlife issues should be consulted, to understand the possible consequences for the coastal area and wildlife. Certainly particular conditions should be imposed.

Open Space – Conservation Zone

1553.3 (6) *"Ensure that the ecological and landscape values of the future esplanade reserve (Open Space – Conservation Zone) are recognised and protected from the effects of inappropriate use and development."* Trees of the Coastal Reserve must not be pruned by 'the Precinct' 'to maintain or improve views'.

1553.6.7. Front, side and rear fences and walls – It was reassuring to see reference to fencing adjacent to the 'esplanade reserve'. What provision is being made to provide a clear indication of 'boundary' between what is private land and what is 'Coastal Reserve' public land? The Precinct needs to take responsibility for fencing and/or signage so that Health & Safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

32.8

Wind:

(1553.6.6) We note that the effects of new buildings will also have an impact on the coastal environment and are concerned. Takapuna Residents Association would like to receive the report regarding this requirement.

Facilities:

(1553.2 (1) (e)). “enables a limited range and scale of ancillary non-residential activities to support residents of the precinct”. There needs to be ‘adequate’ provision for the population on site, because with Housing Intensification Takapuna’s amenities are under pressure.

32.9

We note that international developments of this size also incorporate a playground area for children, so this should be provided.

This site is intending to provide 553 new dwellings, which will result in an estimated increase of >1,500 people to the Takapuna population. For any housing intensification there should be an associated increase in the provision of facilities and public spaces to cater for the associated increase in population. Takapuna has very limited green, grassy, level, open spaces.

Infrastructure:

For such a large scale development, where is the detail of the infrastructure contribution to water, waste water and other services by the developer to ensure the local infrastructure continues to function well?

32.10

Have reports been provided by Vector and Chorus for their networks, confirming that they can handle this addition load?

To Conclude:

Having given the matter serious thought, I am still decidedly unhappy about the Private Plan Change 85. The new plans differ too much from those previously approved. I do not believe the new plan is to the benefit of the community. I do not like the excessive height and immense size of the overall development, the lack of onsite parking is short-sighted in the long term, the plan relies on the proposed cycleway to Francis Street to ‘sway’ opinion but it is not ‘a given’, and the proposed boardwalk around the headland unfortunately clashes with the need for protection of the adjacent Special Ecological Area (SEA).

I oppose the new proposed private plan change, and request Auckland Council to consider the points raised and to be stringent in their protection of that coastal area.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Deirdre Teresa McLean
Date: Thursday, 6 October 2022 5:30:23 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Deirdre Teresa McLean

Organisation name:

Agent's full name: Clayton Tikao

Email address: dee@popcorn.net.nz

Contact phone number: 0276102560

Postal address:
28 Spencer Terrace
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
PC85

Property address: 48 Esmonde Road

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? No

The reason for my or our views are:

1. It is not clear why the zoning change has been sought, it is not specified anywhere in the documentation.
2. The original 6 or 7 stories was acceptable. 16 stories is not, furthermore there does not appear to be any guarantee that all buildings will not reach 16 stories if this plan change is approved.
3. My property (28 Spencer Terrace) appears to be one of the most affected properties. I am concerned about privacy, sunlight and visual impairment primarily.
4. There are less carparks than dwellings proposed which is likely to have implications for streets like Hart, Spencer and Francis.
5. Many of the dwellings are proposed to be managed accommodation which sounds like a hotel, the plan change is being sold as solving Auckland's housing crisis.
6. I am concerned about the possible affect on native birdlife.

I or we seek the following decision by council: Decline the plan change

33.1

Submission date: 6 October 2022

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?
Yes

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Marion Susan Fraser
Date: Thursday, 6 October 2022 6:01:07 pm
Attachments: [48 Esmonde Road Plan Change Submission - Marion Fraser.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Marion Susan Fraser

Organisation name:

Agent's full name: Marion Fraser

Email address: marionfraser34@gmail.com

Contact phone number:

Postal address:
PO Box 33384
Takapuna
Auckland 0740

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Property address: 48 Esmonde Road, Takapuna

Map or maps:

Other provisions:

Introduction of a new precinct to allow a 16-storey building to be erected on the site.

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? No

The reason for my or our views are:

The private plan change takes insufficient account of the environmental effects of both the construction and subsequent existence of a building of 16 storeys on the site.

I or we seek the following decision by council: Decline the plan change

Submission date: 6 October 2022

Supporting documents
48 Esmonde Road Plan Change Submission - Marion Fraser.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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

48 Esmonde Road Plan Change Submission

Marion Fraser

6 October 2022

I have three main areas of concern.

1. Stormwater and sediment effects on the coastal environment of Shoal Bay
 - a. Shoal Bay is a designated Site of Special Wildlife Interest.
 - b. Sediment effects of a development of the proposed size will potentially be immense. Smaller developments in the Hauraki area have struggled to control sediment discharge, and the number of large storm events is increasing. An inflow of sediment into the area will have serious negative impacts on the natural environment and those birds and other fauna that inhabit it. 34.1
 - c. The volume of stormwater generated once the development is completed will be large. Can the existing infrastructure cope with this? Exceptional storm events will cause overflow into the coastal area, with the same negative impacts as mentioned above.
2. The effects on the indigenous fauna
 - a. Several endangered species either call this area home or migrate here for feeding, including the banded rail/moho pereru, wrybills, dotterel – banded and NZ, godwits, variable oystercatchers and red-billed gulls. The banded rail is confined to the mangroves while the remainder spend their time on the shell banks and mudflats of the bay. 34.2
 - b. Both these areas will be threatened by this development, through:
 - i. Increased sediment affecting feeding grounds, both mangrove and mudflat
 - ii. Stormwater runoff affecting nesting sites
 - iii. Increased disturbance for both feeding and nesting by the number of people who will be living on this coastal fringe.
 - iv. Birdstrike - a serious issue for the large number of birds that fly through this space 34.3
 - v. Artificial light pollution – a known issue disadvantaging migratory birds.
 - c. Coastal squeeze
 - i. The coastal environment fringe in this area is already small. Any encroachment into this by boardwalks and the people using them – who cannot be trusted to stick to the boardwalks – is a threat to the peaceful habitation of the birds and other fauna who are the natural inhabitants of this area. 34.4

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Darrel Kinghan
Date: Thursday, 6 October 2022 10:00:21 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Darrel Kinghan

Organisation name: Private Resident

Agent's full name:

Email address: darrel.kinghan@gmail.com

Contact phone number:

Postal address:
1/14 Francis Street
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
This submission opposes the Introduction of Takapuna 2 Precinct

Property address: 48 Esmond Road, Takapuna

Map or maps:

Other provisions:
Opposes the proposed 'massing' and supports status quo

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? No

The reason for my or our views are:
Hello

I submit that the proposed zone change and massing:

- Significantly understate the impact of traffic. Specifically the assumption that traffic for an ECE, store, cafes and gym on site be calculated based on carparks. ECE have high peak hour traffic which in my opinion explains the previous c.140 traffic flows counted on the site (not park n ride). The estimated 40% increase in car flow during peak hour allowed for in the report are therefore demonstrably low with existing road users also likely to be entering site.
- Secondly 2x FTE allowed for the ECE would mean ECE can only have 10 children. This is a further glaring example of flawed traffic modelling. Trip count during peak hour for ECE alone should be based on license no.s and any assumption ECE is only used by residents removed. This

35.1

is based on fact the site had an operating ECE.

- Proposed massing will negatively impact thousands of residents who travel on Esmond road (residents from Takapuna to Devonport). 35.2

- The proposal states there is a benefit of improving the "gateway to Takapuna". I submit this is achieved with the status quo which has a lower negative impact than proposed massing. - Therefore, massing does not provide any improvement to gateway, in fact from a residents point of view the visual graphics show massing will detract from status quo.

- Proposed 16 story high development is better suited to downtown Takapuna. Existing zoning in Takapuna and current development of Takapuna allows for intensification closer to existing amenities. While intensification next to a major thoroughfare should be encouraged, this is not the case when it creates a significant new intersection on that thoroughfare (like the current massing proposal does). High-rise development should be prioritized within existing zones that don't create what are essentially new busy intersections on major thoroughfares. 35.3

- That the report is flawed in it stats no shadowing will occur. The existing development site is elevated vs neighborhoods to the south. Winter shadowing will occur in southern residential neighborhoods if massing is approved. I believe this is clearly demonstrated by viewpoint 1. This shadowing will not occur under status quo. 35.4

- Limited parking onsite is insufficient to support short term stays. The boardwalk access and limited parking will result in residents parking in surrounding neighborhoods. Proposed massing has potential to significantly increase this negative impact and should be avoided. 35.5

- That proposed massing visually does not fit with existing use and surrounding neighborhoods. I believe status quo has less of a negative visual impact. 35.6

- The existing bus stop on Esmond road should not be moved. This would result in hundreds of residents who live in the Hauraki neighborhood (south of Esmond and West of Lake road) who catch the bus having to either walk across the lights intersection of Esmond Road and Burns Street, or walk across the newly proposed intersection at 48 Esmond Road. This will result in additional interruptions to traffic flow along Esmond Road and negatively impact those residents. 35.7

Finally I am concerned with the means affected residents has been notified as part of this process. While the changes to "Open Space – Conservation Zone" were clearly outlined within the notification, the impact of proposed zone change, the significant massing and change to 16 story development were not clearly outlined. I submit based on this an inference of positivity was created for anyone who took a cursory look at the notification. If the proposal does go ahead I submit affected resident consultation will be open to review and challenge due the overall inference. 35.8

Therefore, I opposed the change of zone and submit that it remains as the status quo.

Many thanks for reviewing my submission and while I don't need to present in person I am happy to discuss any of my observations which have been derived from years of being a local resident.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: status quo zoning with no massing

Submission date: 6 October 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Emily Palmer
Date: Thursday, 6 October 2022 10:30:37 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Emily Palmer

Organisation name: Hauraki Resident

Agent's full name: \N/A

Email address: empalmer@xtra.co.nz

Contact phone number:

Postal address:
 28 Francis Street
 Hauraki
 North Shore 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
 PPC to Takapuna Precinct 2 and OSC overlay.

Property address: 48 Esmond Rd

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:

There is no justification to approve greater height allowance and intensification to the THAB zone beyond the 5-6 story consented schemes.

1/ The impact on the visual amenity is greater than less than minor. Proposed over height apartments will be visible from the eastern side residential neighborhood. There has not been any evidence provided that there is no visual impact in the submission to support this conclusion. The planning officer cannot make an appropriate assessment. Notwithstanding this, it is not enough to justify additional building height to that already consented by proposing that it may be mitigated and not extraordinary when more THAB intensification occurs around shoal bay.

The assumption is simply not true but if the Takapuna Precinct category is allowed and greater building height accepted, this then become the bench mark. Council planners then fulfill their own prophecy.

2/ Shoal bay is a unique coastal and ecological environment to be protected and is part of the

36.1

36.2

- natural environment for all to view and be connected to. It is not for a select few high level developments to ring fence and enclose. 36.3
- 3/ The proposed scheme does not take into proper account the affects of additional vehicle traffic that will be generated by the residence of the new apartments. The provision of .55 car parks per dwelling is not sustainable. 36.4
 It is not rational to suggest that all (500 Plus) occupants will use public transport. Cars associated with proposed development will need have somewhere to be park.
 In all cases of high density housing that we see in the Hauraki area, each household has a minimum of 2 cars per house and already fill the streets with kerb parking.
- 4/ The provision of a bridge and pedestrian walkway across Shoal Bay to Esmond Rd is further erosion of the natural habitat that Council is required to protect. Additional structure will affect the tidal flow. Further more it is highly likely that the residential streets to the east ie Francis Street, Norman Rd, Hart Rd will become default street parking areas by residence of 48 Esmond and use the cycleway from Francis Street back to their dwelling at Esmond Rd. 36.5

As an a member of the building industry and as an architect, we are opposed to this proposal and the PPC should be declined.

I or we seek the following decision by council: Decline the plan change

Submission date: 6 October 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Katherine Boys
Date: Thursday, 6 October 2022 11:00:27 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Katherine Boys

Organisation name:

Agent's full name:

Email address: kmboys13@gmail.com

Contact phone number:

Postal address:
13 The Terrace,
Takapuna
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

- 1553.3 (4) - Scale - Colossal buildings without sufficient air and ground space between them.
- 1553.6.3 - Building Coverage - Should be restricted to ratio of ground coverage that applies to all other new buildings
- 1553.6.2 Maximum impervious area - Shouldn't be able to count coastal margin for mitigating stormwater.
- 1553.8.2 - Shading - Some of the natural environment will be shaded.

37.1

Property address: 48 Esmond Rd

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:

The proposed is very dense, no provision for on site recreational outdoor space, inadequate vehicle consideration, beware of upsetting the coastal habitat (boardwalk proposal).

37.1

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As per rules noted above

Submission date: 6 October 2022

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.

07 October 2022

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: John Duguid

Email: unitaryplan@aucklandcouncil.govt.nz

SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 85: Takapuna 2 Precinct

Please find attached Auckland Transport's submission on Proposed Private Plan Change 85 to the Auckland Unitary Plan (Operative in Part).

Should you have any queries in relation to this submission, please contact me on +64 21 956 864 or at liam.burkhardt@at.govt.nz.

Yours sincerely



Liam Burkhardt
Senior Planner, Land Use Policy and Planning North / West

SUBMISSION BY AUCKLAND TRANSPORT ON PROPOSED PRIVATE PLAN CHANGE 85: Takapuna 2 Precinct

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 85 from KBS Capital Limited to rezone the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone and to introduce the new Takapuna 2 Precinct.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 KBS Capital Ltd ('the applicant') has lodged Private Plan Change 85 ('PPC 85' or 'the Plan Change') to the Auckland Unitary Plan: Operative in Part ('AUP(OP)'). The Plan Change seeks to rezone the coastal edge of the site at 48 Esmonde Road from Residential – Terrace Housing and Apartment Buildings to Open Space – Conservation. The remainder of the site's operative Residential – Terrace Housing and Apartment Buildings zone will be retained. The Plan Change also seeks to introduce the new Takapuna 2 Precinct to the entirety of the 2.1566 hectare site to allow for additional density through standards related to impervious area, building coverage and building height.
- 1.2 According to the documents provided with the Plan Change proposal, the amendments requested are expected to enable development of approximately 548 dwellings, consisting of approximately 356 residential apartments and 192 short-term visitor accommodation units through the introduction of new precinct standards related to impervious area, building coverage and building height. The Plan Change also seeks to limit non-residential activity to 1,257m².
- 1.3 Auckland Transport is appreciative of the engagement that has been undertaken by the applicant on this Plan Change prior to notification. Auckland Transport has provided feedback on previous different iterations of the applicant's draft Integrated Transport Assessment ('ITA') and draft precinct provisions. Auckland Transport recognises that the applicant has incorporated much of the previous feedback into the notified iterations of the ITA and precinct provisions and looks forward to continued engagement during the resource consent process.
- 1.4 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 Auckland Transport is responsible for the planning and funding of most public transport; promoting alternative modes of transport (i.e. alternatives to the private motor vehicle); operating

¹ Local Government (Auckland Council) Act 2009, section 39

the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland Region.

- 1.5 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Mitigation of potential adverse transport effects

- 2.1 Auckland Transport needs to consider whether the Plan Change includes provisions to require applicants to mitigate the adverse transport effects associated with the development and to provide the transport infrastructure and services needed to service the development.

- 2.2 Adverse transport effects that arise when development occurs without required transport infrastructure and services being provided cannot be addressed without an appropriate implementation plan and funding to support the planning, design, consenting and construction of the transport infrastructure and services. There is a need to assess and clearly define the responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms. This includes considering the role of applicants/developers and taking into account the financially constrained environment that Auckland Council and Auckland Transport are operating within.

- 2.3 In this instance, the PPC 85 area is located adjacent to Esmonde Road, which experiences heavy congestion in peak periods and plays an important role in the movement of people, goods and services between the Devonport-Takapuna Local Board area and the rest of Auckland. For instance, Esmonde Road is classified as a Frequent Transit Network route in Auckland Transport's Future Connect portal and accommodates frequent bus services throughout the day. It is, therefore, critical to ensure that the Plan Change does not significantly affect the effective, efficient, and safe operation of Esmonde Road.

- 2.4 PPC 85 proposes one vehicle access point to the site which is identified on proposed Precinct Plan 1. The applicant's ITA by Tonkin and Taylor, dated July 2022, assesses the capacity of the intersection (identified as the vehicle entry on Precinct Plan 1) as 420 vehicle movements per hour in the peak to/from the precinct following an upgrade of the intersection. The assessed capacity of 420 vehicle movements per hour in the peak is also reflected in the proposed precinct provisions. The precinct provisions are currently drafted so that 420 vehicle movements per hour in the peak will function as a 'traffic generation cap'. This approach is generally supported by Auckland Transport on the basis that it will mitigate any potential adverse effects of the Plan Change on Esmonde Road. However, an amendment is requested to the activity status for non-compliance with the 'traffic generation cap' to ensure that 420 vehicle movements per hour in the peak is not exceeded. This requested amendment, as well as any consequential amendments, are outlined in **Attachment 1**.

- 2.5 In addition to the 'traffic generation cap', the applicant's ITA identifies other measures to mitigate the potential adverse effects of PPC 85 on Esmonde Road, which are also reflected in the proposed precinct provisions. Most notably, Table I553.6.12.1 identifies the transport infrastructure and services, including the aforementioned intersection upgrade, that are required prior to any development occurring within the Plan Change area. Auckland Transport is generally supportive of the measures being included in the precinct provisions. However, some amendments are requested to ensure that the precinct provisions that relate to transport matters are effective. These requested amendments are outlined in **Attachment 1**.

3. National Policy Statement on Urban Development 2020

- 3.1 Policy 3(c) of the National Policy on Urban Development 2020 ('NPS-UD') directs Auckland Council to enable building heights of at least 6 storeys within the walkable catchment of existing and planned rapid transit stops, the edge of city centre zones and the edge of metropolitan centre zones.
- 3.2 Policy 3(c) therefore has relevance to the Plan Change area, given that the site is located between Akoranga Station and the Takapuna Metropolitan Centre zone. The Council-initiated Plan Change 78 ('PC 78') to the AUP(OP) seeks to give effect to Policy 3(c) by including the Plan Change area within the walkable catchment of the Takapuna Metropolitan Centre zone. According to the PC 78 documents, the majority of the Plan Change area is proposed to allow 6 storeys of development. However, PC 78 also identifies three "qualifying matters" in accordance with s771 of the Resource Management Act 1991 ('RMA') that apply to the Plan Change area. Most notably, PC 78 applies the coastal erosion and coastal inundation "qualifying matters" to the coastal edge of site. This appears to be largely consistent with the proposed zoning map provided in Appendix B of PPC 85, which proposes that the coastal edge of the Plan Change area is rezoned from Residential – Terrace Housing and Apartment Buildings to Open Space – Conservation.
- 3.3 The proposed precinct provisions associated with PPC 85 enable greater density for the remainder of the Plan Change area which is zoned Residential – Terrace Housing and Apartment Buildings than under PC 78, but development would nonetheless be limited by the aforementioned 'traffic generation cap' of 420 vehicle movements in the peak in accordance with Table I553.4.1 (A16). As stated previously, this approach is generally supported by Auckland Transport. However, the applicant's s32 report should also assess whether Table I553.4.1 (A16) and the associated Table I553.6.12.2 need to be retained as a "qualifying matter" under s771 of the RMA. Activities (A13) to (A15) in Table I553.4.1 and the associated precinct provisions should also be assessed to determine whether they need to be retained as "qualifying matters" under s771 of the RMA.

4. Sequencing growth and aligning with the provision of transport infrastructure and services

- 4.1 The need to coordinate urban development with infrastructure planning and funding decisions is highlighted in the objectives of the NPS-UD which are quoted below (with emphasis in bold):

'Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- (a) the area is in or near a centre zone or other area with many employment opportunities
- (b) **the area is well-serviced by existing or planned public transport**
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.'

'Objective 6: Local authority decisions on urban development that affect urban environments are:

- (a) **integrated with infrastructure planning and funding decisions;** and
- (b) strategic over the medium term and long term; and
- (c) responsive, particularly in relation to proposals that would supply significant development capacity.'

4.2 The Regional Policy Statement ('RPS') objectives and policies in the AUP(OP) place similar emphasis on the efficient provision of infrastructure and on the integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5), and Policies B3.3.2(5)(a) (e.g. Policy B3.3.2(5)(a) is to: *'Improve the integration of land use and transport by... ensuring transport infrastructure is planned, funded and staged to integrate with urban growth'*).

5. Specific parts of the Plan Change that this submission relates to:

5.1 The specific parts of the Plan Change that this submission relates to are set out further in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport, and include deficiencies in the Precinct Plan provisions relating to transport matters.

5.2 Auckland Transport supports the Plan Change in part subject to amendments to ensure that:

- The potential adverse transport effects of the Plan Change are appropriately mitigated;
- Auckland Transport's concerns as outlined in this submission, including in **Attachment 1**, are resolved.

5.3 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

6. The decisions sought by Auckland Transport are:

6.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport and transport assets, and include:

- Assessment and mitigation of adverse transport effects;
- National Policy Statement on Urban Development 2020;
- Parking;
- Required transport infrastructure and services;
- Proposed precinct provisions.

6.2 In all cases where amendments to the Plan Change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

7. Appearance at the hearing:

7.1 Auckland Transport wishes to be heard in support of this submission at a hearing.

7.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:

A handwritten signature in black ink, appearing to read 'Kelly Seekup', written in a cursive style.

Kelly Seekup
Manager, Land Use Policy and Planning North / West

Date: 07 October 2022

Contact person: Liam Burkhardt
Senior Planner, Land Use Policy and Planning North / West

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: +64 21 956 864

Email: liam.burkhardt@at.govt.nz

Attachment 1

Topic	Support / Oppose	Reason for submission	Decision requested
Entire plan change	Support in part	<p>Auckland Transport supports the Plan Change in part subject to amendments to ensure that:</p> <ul style="list-style-type: none"> • the potential adverse transport effects are adequately mitigated; • Auckland Transport’s concerns, as outlined in this submission are resolved. <p>In all cases where amendments to the Plan Change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.</p>	Approve the Plan Change subject to resolving Auckland Transport’s concerns, as outlined in this submission.
Assessment and mitigation of traffic effects	Support in part	<p>As outlined previously in this submission, Esmonde Road experiences heavy congestion in peak periods and plays an important role in the movement of people, goods and services between the Devonport-Takapuna Local Board area and the rest of Auckland. For instance, Esmonde Road is classified as a Frequent Transit Network (‘FTN’) route in Auckland Transport’s Future Connect portal and accommodates frequent bus services throughout the day. It is, therefore, critical to ensure that the Plan Change does not significantly affect the effective, efficient, and safe operation of Esmonde Road.</p> <p>The applicant’s Integrated Transport Assessment (‘ITA’) by Tonkin and Taylor, dated July 2022, has assessed 548 residential units as well as 1,257m² of non-residential total gross floor area and concludes that the capacity of the site’s intersection with Esmonde Road is</p>	Amend the measures included in the precinct provisions which are aimed at mitigating the traffic effects of the Plan Change to ensure all mitigation measures are effective. The amendments sought are outlined in further detail in this submission.

38.1

38.2

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>420 vehicle movements to/from the precinct per hour in the peak following an upgrade. As stated previously, the intersection capacity of 420 vehicle movements per hour in the peak is also reflected in the proposed precinct provisions which is discussed in further detail in this submission. The precinct provisions are currently drafted so that 420 vehicle movements per hour in the peak will function as a 'traffic generation cap'.</p> <p>In addition to the 'traffic generation cap', the applicant's ITA identifies other measures to mitigate the potential adverse traffic effects of PPC 85 on Esmonde Road, which are also reflected in the proposed precinct provisions. Most notably, Table I553.6.12.1 identifies the transport infrastructure and services, including the aforementioned intersection upgrade, that are required prior to any development occurring within the Plan Change area.</p> <p>Auckland Transport generally supports the approach taken by the applicant to the assessment and mitigation of traffic effects. However, amendments are sought to ensure all mitigation measures are effective.</p>	
<p>National Policy Statement on Urban Development 2020</p> <p>Qualifying matters</p>	<p>Support in part</p>	<p>Policy 3(c) of the National Policy on Urban Development 2020 ('NPS-UD') directs Auckland Council to enable building heights of at least 6 storeys within the walkable catchment of existing and planned rapid transit stops, the edge of city centre zones and the edge of metropolitan centre zones.</p> <p>Policy 3(c) therefore has relevance to the Plan Change area, given that the site is located between Akoranga Station and the Takapuna Metropolitan Centre zone. The Council-initiated Plan Change 78 ('PC 78') to the</p>	<p>An assessment should be undertaken as to whether any of the proposed mitigation measures in the precinct plan need to be retained as "qualifying matters" under s771 of the RMA.</p> <p>More specifically, an assessment is required of Table I553.4.1 (A16) and the associated Table I553.6.12.2 as well as activities (A13) to (A15) in Table I553.4.1 and the associated precinct provisions.</p>

38.3

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>Auckland Unitary Plan (Operative in Part) ('AUP(OP)') seeks to give effect to Policy 3(c) by including the Plan Change area within the walkable catchment of the Takapuna Metropolitan Centre zone. According to the PC 78 documents, the majority of the Plan Change area is therefore proposed to achieve 6 storeys of development. However, PC 78 also identifies three "qualifying matters" in accordance with s771 of the Resource Management Act 1991 ('RMA') that apply to the Plan Change area. Most notably, PC 78 applies the coastal erosion and coastal inundation "qualifying matters" to the coastal edge of site. This appears to be largely consistent with the zoning map provided in Appendix B of PPC 85, which proposes that the coastal edge of the Plan Change area is rezoned from Residential – Terrace Housing and Apartment Buildings to Open Space – Conservation.</p> <p>The proposed precinct provisions associated with PPC 85 enable greater density for the remainder of the Plan Change area which is zoned Residential – Terrace Housing and Apartment Buildings than under PC 78. Traffic effects associated with the Plan Change would nonetheless be mitigated by proposed precinct provisions, which are generally supported by Auckland Transport.</p> <p>However, the applicant's section 32 report by Campbell Brown, dated 25 August 2022, does not assess whether any of the proposed mitigation measures which are incorporated into the precinct need to be identified as "qualifying matters" under s771 of the RMA.</p>	

Topic	Support / Oppose	Reason for submission	Decision requested	
I553.1 Precinct Description Paragraph 7	Support	Auckland Transport supports paragraph 7 of the I553.1 Precinct Description as it describes how the precinct sets out to manage effects as they relate to transport matters.	Retain as currently drafted in the Plan Change.	38.4
I553.2 Objectives (1)(d)	Support	<p>Auckland Transport supports Takapuna 2 Precinct taking advantage of the frequent public transport in close proximity to the site and, more generally, supports promoting alternatives to private vehicle travel.</p> <p>Objective 1(d) also aligns with various objectives and policies related to transport matters in the Regional Policy Statement ('RPS') of the AUP(OP), such as B3.3.1 (1)(e).</p>	Retain as currently drafted in the Plan Change.	38.5
I553.2 Objectives (1)(e)	Support	<p>Auckland Transport supports enabling a limited range and scale of non-residential activities to support residents of the precinct and to reduce their need to travel beyond the Plan Change area.</p> <p>It is important that the range and scale be limited as provision of excessive non-residential activities on site may attract people from beyond the precinct, which may result in traffic movements not assessed and provided for and result in adverse traffic effects on Esmonde Road.</p>	Retain as currently drafted in the Plan Change.	38.6
I553.2 Objectives (2)(a)	Support	Auckland Transport supports the Plan Change area being well connected with pedestrian and cycling facilities, as such facilities would encourage mode shift away from private vehicle travel towards more sustainable modes of transport.	Retain as currently drafted in the Plan Change.	

Topic	Support / Oppose	Reason for submission	Decision requested	
I553.2 Objectives (2)(c)	Support	Auckland Transport supports development that is integrated with improvements to the transport network to ensure that the transport network, as a whole, functions in a safe, effective and efficient manner and encourages sustainable modes of transport.	Retain as currently drafted in the Plan Change.	38.7
I553.2 Objectives (2)(d)	Support in part	<p>Auckland Transport supports ensuring that the intensity of development in the precinct is appropriate, so that the safe, effective and efficient operation of Esmonde Road is not significantly affected.</p> <p>Auckland Transport requests an amendment to ensure that the objective applies to the surrounding transport network rather than the adjacent transport network, given the scale of redevelopment provided for within the Takapuna 2 Precinct.</p>	<p>Amend I553.2 Objective (2)(d) as follows:</p> <p><i>(d) ensures that the intensity of development is appropriate for the adjacent surrounding transport network</i></p>	38.8
I553.3 Policies (2)(a)	Support	Auckland Transport supports urban form that supports the safe, effective and efficient operation of the transport network.	Retain as currently drafted in the Plan Change.	38.9
I553.3 Policies (2)(b)	Support	Auckland Transport supports urban form that connects well with public transport as well as pedestrian and cycleway networks, and more generally is supportive of urban form that promotes alternatives to private vehicle travel.	Retain as currently drafted in the Plan Change.	38.9
I553.3 Policies (2)(c)	Support in part	<p>Auckland Transport supports promoting alternatives to private vehicle travel to and from the Takapuna 2 Precinct.</p> <p>Minor amendments are requested to the policy for clarity and to better align with the relevant precinct provisions.</p>	<p>Amend I553.3 Policy (2)(c) as follows:</p> <p><i>(c) promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwellings and non-residential floorspace anticipated for <u>vehicle trips anticipated by the precinct.</u></i></p>	38.10

Topic	Support / Oppose	Reason for submission	Decision requested	
I553.3 Policies (3)(a)	Support in part	<p>Auckland Transport supports enabling a limited range and scale of non-residential activities to support residents of the precinct.</p> <p>It is important that the range and scale be limited as provision of excessive non-residential activities on site may attract people from beyond the precinct, which may result in adverse traffic effects on Esmonde Road.</p> <p>However, the current drafting of Policy 3(a) is not clear, and amendments are requested for clarity.</p>	Amend I553.3 Policy (3)(a) to clarify the intended meaning.	38.11
I553.3 Policies (8)	Support in part	<p>Auckland Transport supports the safe, efficient and effective operation of the transport network, as outlined in Policy 8.</p> <p>Amendments are sought to clarify that the Plan Change should ensure the safe, efficient and effective operation of the surrounding transport network is maintained, given the scale of redevelopment.</p>	<p>Amend I553.3 Policy 8 as follows:</p> <p><i>(8) Ensure that the safety, efficiency and effectiveness of the adjoining surrounding transport network is maintained, taking into account the anticipated maximum number of dwellings vehicle trips and non-residential floorspace enabled anticipated by the precinct, by requiring intersection improvements that are aligned to the level of congestion caused by vehicles entering and exiting the precinct.</i></p>	38.12
I553.3 Policies (9)	Support	Auckland Transport supports restricting vehicle access points in accordance with Precinct Plan 1. Providing for all modes of transport to and from the precinct and facilitating active modes of transport are also supported.	Retain as currently drafted in the Plan Change.	38.13
I553.3 Policies (10)	Support in part	<p>Auckland Transport supports requiring the developer to encourage behavioural change away from private vehicle travel towards more sustainable modes of transport.</p> <p>However, an amendment is requested to clarify that traffic generated by all activities in the precinct should not exceed 420 vehicle movements in the peak.</p>	<p>Amend I553.3 (10) as follows:</p> <p><i>(10) Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes, including by way of a bus shuttle service to Takapuna or other locations where this is practicable and can be legally secured, such that the traffic generated by activities in the precinct does not exceed 420 vehicles per peak hour; and require</i></p>	38.14

Topic	Support / Oppose	Reason for submission	Decision requested	
			an Integrated Transport Assessment to the satisfaction of Auckland Transport.	38.14
Table I553.4.1 (A4)	Support	<p>Inclusion of small-scale commercial activities and healthcare facilities within the precinct has the potential to reduce the need for future residents to travel beyond the precinct for such activities, and directly supports Policy 3 of the Plan Change.</p> <p>Auckland Transport, therefore, supports permitted activity status for such activities where they comply with I553.6.13. Commercial GFA and location control.</p>	Retain as currently drafted in the Plan Change.	38.15
Table I553.4.1 (A5)	Support	<p>Commercial activities and healthcare facilities of more than 200m² gross floor area per tenancy have the potential to induce traffic generation from beyond the precinct and could be contrary to Policy 3 of the Plan Change.</p> <p>Auckland Transport therefore supports restricted discretionary activity status for such activities.</p>	Retain as currently drafted in the Plan Change.	38.15
Table I553.4.1 (A6)	Support	<p>Auckland Transport supports limiting commercial activities and healthcare facilities within the precinct to 1,257m² total gross floor area.</p> <p>Commercial activities and healthcare facilities in excess of 1,257m² total gross floor area have the potential to induce traffic from beyond the precinct resulting in adverse effects on Esmonde Road.</p> <p>Restricted discretionary activity status is therefore considered appropriate for any proposal for commercial activities and healthcare facilities which exceeds 1,257 m².</p>	Retain as currently drafted in the Plan Change.	38.15

Topic	Support / Oppose	Reason for submission	Decision requested	
Table I553.4.1 (A12)	Support	<p>Auckland Transport supports limiting car parking spaces to 321 on the site in accordance with I553.6.11. Maximum On-site parking.</p> <p>The limit to the number of car parking spaces that can be provided is critical in encouraging mode shift away from private vehicle travel as well as in mitigating traffic effects of the Plan Change on Esmonde Road.</p> <p>Restricted discretionary activity status is therefore considered appropriate for proposals that exceed this limit.</p>	Retain as currently drafted in the Plan Change.	38.15
Table I553.4.1 (A13)	Support	Auckland Transport supports restricted discretionary activity status for development that complies with Table I553.6.12.1 and Standard I553.6.12(1). However, there is a lack of associated assessment criteria under I553.8.2 that would complement the matters of discretion under I553.8.1 (4) which is addressed separately below.	Retain as currently drafted in the Plan Change.	38.15
Table I553.4.1 (A14)	Support	<p>Auckland Transport supports restricted discretionary activity status for any development that exceeds the development thresholds outlined in Table I553.6.12.2 but still generates less than 420 vehicle movements in the peak.</p> <p>Further, the requirement for a transport assessment as identified in Table I553.6.12.2 will ensure that development is assessed against the ‘traffic generation cap’ of 420 vehicle movements in the peak.</p>	Retain as currently drafted in the Plan Change.	38.15
Table I553.4.1 (A15)	Support	The transport infrastructure/services requirements outlined in Table I553.6.12.1 are critical in ensuring that transport infrastructure/services are integrated with	Retain as currently drafted in the Plan Change.	38.15

Topic	Support / Oppose	Reason for submission	Decision requested			
		<p>development. They are also critical in mitigating any effects of the Plan Change on Esmonde Road.</p> <p>Discretionary activity status is also considered appropriate for any proposals that do not comply with these requirements.</p>				
Table I553.4.1 (A16)	Oppose	<p>Auckland Transport supports limiting vehicle movements to 420 in the peak in accordance with Table I553.6.12.2.</p> <p>Limiting vehicle movements to 420 in the peak is critical in mitigating the effects of the Plan Change on Esmonde Road and, therefore, any proposal to exceed this should be subject to a more restrictive activity status to ensure that the limit is not exceeded.</p> <p>The documents submitted with the Plan Change have not outlined scenarios where development exceeding 420 vehicle movements in the peak would be appropriate. It is, therefore, more appropriate to provide for any proposal to exceed this to be assessed as a non-complying activity.</p>	<p>Amend Table I553.4.1 (A16) as follows and make any other consequential changes:</p> <table border="1" data-bbox="1317 571 2074 746"> <tr> <td data-bbox="1317 571 1487 746">A16</td> <td data-bbox="1487 571 1906 746"><i>Development where the traffic generated by all activities in the precinct exceeds 420 vehicle movements per any peak hour.</i></td> <td data-bbox="1906 571 2074 746">DNNC</td> </tr> </table>	A16	<i>Development where the traffic generated by all activities in the precinct exceeds 420 vehicle movements per any peak hour.</i>	DN NC
A16	<i>Development where the traffic generated by all activities in the precinct exceeds 420 vehicle movements per any peak hour.</i>	DN NC				
Table I553.4.1 (A18)	Support	<p>Auckland Transport supports development, including vehicle access to Esmonde Road, occurring in accordance with Precinct Plan 1.</p> <p>Discretionary activity status is also considered appropriate for any proposal that is not in accordance with Precinct Plan 1.</p>	Retain as currently drafted in the Plan Change.			
I553.5 Notification (1)	Support	Restricted discretionary, discretionary, and non-complying activities within the site have the potential to result in adverse effects beyond the precinct.	Retain as currently drafted in the Plan Change.			

38.16

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38.17

Topic	Support / Oppose	Reason for submission	Decision requested				
		Auckland Transport therefore supports all restricted discretionary, discretionary and non-complying activities listed in Table I553.4.1 and Table I553.4.2 being subject to normal tests for notification under the relevant sections of the RMA.					
I553.6.11. Maximum On-site parking	Support	Auckland Transport supports limiting the number of car parking spaces permitted on the site to 321. The limit on car parking spaces is critical in encouraging mode shift away from private vehicle travel as well as in mitigating traffic effects of the Plan Change on Esmonde Road.	Retain as currently drafted in the Plan Change.				
I553.6.12. Transport infrastructure development thresholds Purpose	Support in part	Auckland Transport supports the approach taken to I553.6.12, where transport infrastructure/services are required prior to any development occurring in the precinct and where an assessment of transport effects is required once development thresholds are reached to ensure that all traffic generated by the precinct does not exceed 420 vehicle movements in the peak. A minor amendment is requested to the purpose statement for consistency with standard AUP(OP) terminology.	Amend I553.6.12 as follows: <i>Purpose: To ensure that the precinct maintains the safe, and efficient and effective operation of the local transport network.</i>				
Table I553.6.12.1 Integrated transport infrastructure development upgrade requirements	Support in part	Auckland Transport supports the transport infrastructure/services listed in Table I553.6.12.1 occurring prior to any development in the precinct. This will primarily ensure that the effects of the Plan Change on Esmonde Road are mitigated appropriately, ensuring the required transport infrastructure/services are in place at the right time to meet transport demands. Auckland Transport's position is neutral in relation to the provision of a private shuttle service. The effectiveness of such a service in encouraging mode shift away from	Amend Table I553.6.12.1 as follows: <table border="1" data-bbox="1317 1134 2078 1417"> <thead> <tr> <th data-bbox="1317 1134 1491 1238">Occupation threshold</th> <th data-bbox="1491 1134 2078 1238">Transport infrastructure required in order to exceed the occupation threshold</th> </tr> </thead> <tbody> <tr> <td data-bbox="1317 1238 1491 1417"><i>1 dwelling or any non-residential activity.</i></td> <td data-bbox="1491 1238 2078 1417"><i>Provision of a private shuttle bus between the site and Takapuna for residents, to encourage behaviour change away from private vehicle and towards public transport.</i></td> </tr> </tbody> </table>	Occupation threshold	Transport infrastructure required in order to exceed the occupation threshold	<i>1 dwelling or any non-residential activity.</i>	<i>Provision of a private shuttle bus between the site and Takapuna for residents, to encourage behaviour change away from private vehicle and towards public transport.</i>
Occupation threshold	Transport infrastructure required in order to exceed the occupation threshold						
<i>1 dwelling or any non-residential activity.</i>	<i>Provision of a private shuttle bus between the site and Takapuna for residents, to encourage behaviour change away from private vehicle and towards public transport.</i>						

38.18

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Topic	Support / Oppose	Reason for submission	Decision requested
		<p>private vehicle travel will depend on a number of factors, such as route and stop locations. In addition, the Plan Change area is already located adjacent to a FTN route. Further, the applicant should ensure the legality of such a service under the Land Transport Management Act 2003.</p> <p>The upgrades to Esmonde Road listed in Table I553.6.12.1 appear to be consistent with drawing number C303 consented under LUC60359471. However, drawing number C302 consented under LUC60359471 shows a new bus stop to the west of the intersection. Auckland Transport requests that this bus stop is included in I553.6.12.1, given that it would support mode shift away from private vehicle travel, which is outlined in Policy 2(c) of the Plan Change.</p>	<p><i>Provision of the pedestrian/cycle connection along the extent of Esmonde Road identified on Precinct Plan 1.</i></p> <p><i>Provision of a Parking and Traffic Management Plan.</i></p> <p><i><u>Provision of a new bus stop to the west of the site access on the southern side of Esmonde Road.</u></i></p> <p><i>Provision of an upgrade to the signalised intersection of the site access with Esmonde Road to improve pedestrian and cyclist safety and amenity and increase traffic capacity as required to support 420 vehicle movements generated by the precinct in any peak hour:</i></p> <ul style="list-style-type: none"> <i>• removal of the left turn slip lanes from Esmonde Road (westbound) and from the site access road</i> <i>• addition of separate left and right turn lanes (with at least 12m of queue length and 3m taper (total of 15m)) on the site approach to the intersection</i> <i>• addition of a separate left turn lane (with at least 21 m queue length) on the Esmonde Road (westbound) approach to the intersection</i> <i>• provision of dual pedestrian and cyclist signalised crossings on the site access and Esmonde Road (eastbound) arms of the intersection.</i>

38.20

Topic	Support / Oppose	Reason for submission	Decision requested	
Table I553.6.12.2 Transport review thresholds	Support	<p>Auckland Transport supports the approach taken to Table I553.6.12.2, which requires a transport assessment once development thresholds are reached to ensure that a cap of 420 vehicle movements in the peak is not exceeded.</p> <p>The transport assessment requirements outlined in Table I553.6.12.2 are also supported.</p> <p>Note the above submission point that requests the activity status for such a proposal is changed from discretionary to non-complying.</p>	Retain as currently drafted in the Plan Change.	38.21
I553.6.13. Commercial GFA and location control Purpose	Support in part	<p>Auckland Transport supports commercial activities and healthcare facilities not compromising the role, function and viability of existing centres.</p> <p>However, the purpose statement should also reflect that commercial activities and healthcare facilities within the precinct are limited, so that the effective, efficient and safe operation of Esmonde Road is maintained.</p>	<p>Amend the purpose statement of I553.6.13 as follows:</p> <p><i>Purpose: To enable commercial activities and healthcare facilities in identified locations on Precinct Plan 1 without compromising the role, function and viability of existing centres <u>and to maintain the effective, efficient and safe operation of Esmonde Road.</u></i></p>	38.22
I553.6.13. Commercial GFA and location control (1) & (3)	Support	Auckland Transport supports commercial activities and healthcare facilities in the precinct being located in areas consistent with Precinct Plan 1. As discussed in other submission points, limiting non-residential total gross floor area to 1,257m ² is also supported.	Retain as currently drafted in the Plan Change.	38.23
I553.8.1. Matters of discretion (2)	Support	<p>Proposals for commercial activities and healthcare facilities in excess of 200m² have the potential to induce traffic generation from beyond the precinct.</p> <p>Auckland Transport therefore supports the matters of discretion outlined in I553.8.1 (2) for proposals of</p>	Retain as currently drafted in the Plan Change.	38.24

Topic	Support / Oppose	Reason for submission	Decision requested	
		commercial activities and healthcare facilities in excess of 200m ² .		
I553.8.1. Matters of discretion (3)	Support	<p>Auckland Transport supports the requirement to limit car parking spaces in the precinct to 321, as the limit is critical in encouraging mode shift away from private vehicle travel and mitigates the effects of the Plan Change on Esmonde Road.</p> <p>The associated matters of discretion for non-compliance with I553.6.11 are therefore also supported.</p>	Retain as currently drafted in the Plan Change.	38.24
I553.8.1. Matters of discretion (4)	Support in part	<p>Auckland Transport supports restricted discretionary activity status for development that complies with Table I553.6.12.1 and Standard I553.6.12(1).</p> <p>The matters of discretion under I553.8.1 (4) are also supported. However, associated assessment criteria should also be introduced in I553.8.2.</p>	Retain as currently drafted in the Plan Change and add associated assessment criteria to address transport matters in I553.8.2.	38.25
I553.8.1. Matters of discretion (5)	Support	<p>Auckland Transport supports the approach to Table I553.6.12.2, which requires a transport assessment once development thresholds are reached to ensure that a cap of 420 vehicle movements in the peak is not exceeded.</p> <p>The associated matters of discretion in I553.8.1 (5) are also supported.</p>	Retain as currently drafted in the Plan Change.	38.24
I553.8.2 Assessment criteria (1)(e)(ii)(b)	Oppose	Auckland Transport does not support the reference to “appropriate provision for car parking” under I553.8.2 (1)(e)(ii)(b). Policy 11 of the NPS-UD requires district plans to not have the effect of requiring a minimum amount of car parking spaces.	<p>Remove I553.8.2 (1)(e)(ii)(b):</p> <p><i>(ii) appropriate provision is made for:</i></p> <p style="padding-left: 40px;"><i>a) pedestrian, cycle and vehicle movements;</i></p>	38.26

Topic	Support / Oppose	Reason for submission	Decision requested	
		<p>Assessment criterion I553.8.2 (1)(e)(ii)(b) should therefore be removed or amended to more broadly refer to location and design of car parking.</p>	<p>b) car parking (while minimising reliance on private vehicle use);</p> <p>c) infrastructure services;</p> <p>d) the ability to connect to Francis Street with a pedestrian link ; and,</p> <p>e) capacity of the roading network:</p> <p>Alternatively, the I553.8.2 (1)(e)(ii)(b) could be amended to more broadly refer to location and design of car parking.</p>	38.26
I553.8.2 Assessment criteria (2)	Support in part	<p>Proposals for commercial activities and healthcare facilities in excess of 200m² have the potential to induce traffic generation from beyond the precinct.</p> <p>Auckland Transport therefore supports the assessment criteria outlined in I553.8.2 (2) for any proposals of commercial activities and healthcare facilities in excess of 200m².</p> <p>However, some minor amendments are requested for clarity and consistency.</p>	<p>Amend I553.8.2 (2) as follows:</p> <p><i>(2) Commercial activities and Healthcare facilities (excluding drive through) of more than 200m² gross floor area per tenancy that comply with Standard I553.6.13 – Commercial GFA and location control:</i></p> <p>Continues without amendment.</p>	38.27
I553.8.2 Assessment criteria (3)	Support	<p>Auckland Transport supports the requirement to limit car parking spaces to 321, as the limit is critical in encouraging mode shift away from private vehicle travel and mitigating the effects of the Plan Change on Esmonde Road.</p> <p>The associated assessment criteria for non-compliance with I553.6.11 are also supported.</p>	Retain as currently drafted in the Plan Change.	38.28
I553.8.2 Assessment criteria (4)	Support	Auckland Transport supports the approach taken to Table I553.6.12.2, which requires a transport	Retain as currently drafted in the Plan Change.	38.28

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>assessment once development thresholds are reached to ensure that a cap of 420 vehicle movements in the peak is not exceeded.</p> <p>The associated assessment criteria in I553.8.1 (4) are also supported.</p>	
<p>I553.9 Special information requirements (1)</p> <p>Integrated Transport Assessment</p>	<p>Oppose</p>	<p>Auckland Transport does not support traffic generated by all activities within the precinct exceeding 420 vehicle movements in the peak. As outlined previously, non-complying activity status is therefore sought.</p> <p>Consequently, the requirement for a full ITA is not considered necessary.</p>	<p>Delete I553.9 (1):</p> <p><i>(1) Any subdivision resource consent application, or land use resource consent application for any development where the peak hour trip generation exceeds 420 vehicles movements per any peak hour, must be accompanied by an integrated transport assessment for the precinct.</i></p>
<p>I553.9 Special information requirements (2)</p> <p>Commercial GFA details</p>	<p>Support</p>	<p>Auckland Transport supports details of existing and proposed non-residential gross floor area being provided with proposals for commercial activities and healthcare facilities within the precinct.</p> <p>The provision of this information will ensure compliance with I553.6.13.</p>	<p>Retain as currently drafted in the Plan Change.</p>
<p>I553.10 Precinct plans</p> <p>Precinct Plan 1 Site features</p>	<p>Support in part</p>	<p>Auckland Transport supports the vehicle access point and pedestrian/cycle connections as they are indicated on Precinct Plan 1.</p> <p>The new bus stop to the west of the intersection on the southern side of Esmonde Road as shown on drawing number C302 as part of LUC60359471 should also be shown indicatively on Precinct Plan 1.</p>	<p>Amend Precinct Plan 1 to show the indicative location of the new bus stop as shown on drawing number C302 as part of LUC60359471.</p>

38.29

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38.31

17A Spencer Terrace

6 October 2022

Submission on Proposed Plan Change 85 – 48 Esmonde Road

We live 140m away from the construction site for the Amaia Development and have two main concerns.

1. Banded Rail

The first is for the Banded Rail (*Mohopere ru*, *Gallirallas philippensis assimillis*). Occasionally we see banded rail from our property which backs on to the mangroves. They are usually seen close to shore and have even been seen in our back garden. Last summer we saw and heard a pair calling to each other over the mangroves as they fed. In 2017 they were listed as “At Risk – Declining” and their main threat was from habitat loss. They have been seen 23m from the site, so they will definitely be negatively affected.

39.1

The site is a more or less even “table top” hill with steep slopes or cliffs surrounding it. Under the proposed plan change the entire 100% of the table top will be built on. The building will take longer than the original plan as instead of three 7 storey buildings there will be many more buildings with some 16 storey’s high. The only non-built up area will be the cliffs. There will be some trees left on the slopes. These cliffs are steep and DOC has recommended people stay off them. A walkway around the development is proposed. According to the published material it will meander over the mangroves adjacent to the development. A walkway/cycleway bridge will link Amaia with Francis Street in Hauraki.

Shoal Bay where this site is situated is designated as a “Site of Special Wildlife Interest” (SSWI) by DOC and a “Special Ecological Area” (SEA) under the Auckland Unitary Plan by the Auckland Council. This area contains many rare and endangered birds.

Our questions related to this first concern are about storm water, sedimentation and disruption to the mangroves.

In one report it says “raingardens” will be provided for storm water, but another one says the only storm water management will be via the coastal strip. Which statement is correct? If via the coastal strip will it be treated before ending up in Shoal Bay? How does untreated storm water affect the native, endangered and rare birds found in this area?

39.2

With the extended build there is a potential problem of increased sedimentation. Best practice should be used to mitigate this affect. Will it be monitored and by who?

39.3

Disruption to the mangroves

The power pylon is going to be removed and the 220V transmission cable undergrounded. Will this be done with minimum disruption to the mangroves and birds? It should also be done out of the breeding season (September to March).

39.4

The walkway/cycle bridge will be disruptive while it is being built – and after that it will still have negative effects on the banded rail. Ongoing problems include noisy people, dogs and litter.

The coastal walkway however should not be built. It will have too many detrimental effects on these native, endangered, rare and declining birds. If they care at all about the birds they should plant reeds instead, as the banded rail use these for nesting.

39.5

Other concerns are

2. Unintended Consequences

The walkway/cycling bridge will connect the Amaia Development with Francis Street in Hauraki. We are told there will be 553 apartments and 55% will have a car park or space. So 45% or 249 apartments won't have access to one. This means a lot of cars will be parked around Francis Street and the surrounding area, with residents of Amaia using the bridge as access.

39.6

A traffic report on car movements was included in the data provided, but many of the residents won't have a car. Assuming about 1000 residents, if say 10% of them walk to Countdown several times a week, these 100 people will have to cross the road twice each time. The light will have to turn red to allow them to cross Lake Road. The traffic report only looked at car movements. Even the people going into Auckland CBD on the bus will have to cross the road on their return. So the predicted effects on Lake Road are incorrect and there will be more disruption and delays than expected.

39.7

We consider this proposed intensification is the wrong plan for this sensitive site.

Bridget and Peter Thrussell

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 unitary.plan@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)

Winnie Ky Lo

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

1/11 Francis Street, Hauraki 0622

Telephone:

027 9237 447

Fax/Email:

winnie201313@gmail.com

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

PC 85 (Private)

Plan Change/Variation Name

48 Esmonde Road, Takapuna

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

PC 85

Or

Property Address

48 Esmonde Road, Takapuna

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)

residents of Hauraki corner like Francis St. We already have difficulty finding street parking and having competitors from 500+ apartment buildings would be devastating.

40.2

3. Excess noise from tall buildings would also hugely decrease the value of the properties around it, including those in Takapuna ~~Hauraki~~ and Hauraki.

40.3

4. It would disrupt ~~the~~ our community and the aesthetics of the apartments will not mesh well with our current neighbourhood.

40.4

5. Rapid development is hugely disruptive to our local community and our home.

I support the specific provisions identified above

I oppose the specific provisions identified above

40.1

I wish to have the provisions identified above amended Yes No

The reasons for my views are: 1. Traffic - increased traffic flow will negatively of Takapuna, Hauraki, Devonport who must travel through to reach home. This would therefore cause congestion in surrounding roads and have a lasting impact on ease of travel and local business. 2. Competitive street parking will extend to (continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- 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]
Signature of submitter
(or person authorised to sign on behalf of submitter)

2-10-2022
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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Heather Irene Bell
Date: Friday, 7 October 2022 9:45:49 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Heather Irene Bell

Organisation name:

Agent's full name:

Email address: heatherbell1992@gmail.com

Contact phone number:

Postal address:
2/3 Francis Street
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Change of zoning to new Precinct zone

Property address: Esmonde Road, Takapuna

Map or maps:

Other provisions:
Lack of parking as part of the building, causing potentially major disruption in nearby streets.

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:
0.55 parking per apartment is patently ridiculous - insufficient parking for tenants, owners. In times of efforts to increase the number of electric vehicles, there would be insufficient charging places. The nearby streets are already overcrowded. The lower end of Francis Street, opposite the site, has many vehicles parked on the street already. To suggest that PC85 residents could use Francis Street, accessed via a pedestrian footbridge is foolhardy and false advertising as it is not build and there is no sign of it being built.

41.1

I or we seek the following decision by council: Decline the plan change

Submission date: 7 October 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Kevin Brown
Date: Friday, 7 October 2022 12:00:54 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kevin Brown
Organisation name:
Agent's full name:
Email address: Kevinandmaggie@gmail.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85
Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
PC 85 (Private): 48 Esmonde Road, Takapuna
Property address: 48 Esmonde Road, Takapuna
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:

- We don't like the huge mass of concrete - the excessive height and position of the proposed 'tower blocks' creating such an imposition on the landscape, which is also not in keeping with the environment. | 42.1
- The sheer quantity of impermeable surfaces, when creative development can offer a blend. | 42.2
- The complete lack of 'organic' within the complex of buildings in this design: notable absence of landscaping and green areas, children's outdoor play area and outdoor communal gathering space. | 42.3
- Inadequate onsite parking for the number of residents and on-site facilities, and service vehicles. While we realise there is an 'encouragement' to use public transport, this often does not meet the needs for people in their private recreational time, and if this need is not met it causes problems. | 42.3
- The threat to the adjacent Special Ecological Area (SEA) is a definite concern, as is the proposed boardwalk around the headland. | 42.4
- Will this development (with the inclusion of the Coastal Reserve) enable the Council to meet its' own Climate Actions and Targets? Building sustainable cities is important. | 42.4

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Address the reasons for our concerns.

Submission date: 7 October 2022

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Maggie Brown
Date: Friday, 7 October 2022 12:02:46 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Maggie Brown

Organisation name:

Agent's full name:

Email address: justmaggie01@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

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:

- We don't like the huge mass of concrete - the excessive height and position of the proposed 'tower blocks' creating such an imposition on the landscape, which is also not in keeping with the environment. 43.1
- The sheer quantity of impermeable surfaces, when creative development can offer a blend. 43.2
- The complete lack of 'organic' within the complex of buildings in this design: notable absence of landscaping and green areas, children's outdoor play area and outdoor communal gathering space. 43.2
- Inadequate onsite parking for the number of residents and on-site facilities, and service vehicles. 43.3
- While we realise there is an 'encouragement' to use public transport, this often does not meet the needs for people in their private recreational time, and if this need is not met it causes problems. 43.3
- The threat to the adjacent Special Ecological Area (SEA) is a definite concern, as is the proposed boardwalk around the headland. 43.3
- Will this development (with the inclusion of the Coastal Reserve) enable the Council to meet its' own Climate Actions and Targets? Building sustainable cities is important. 43.4

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Address the reasons for our concerns.

Submission date: 7 October 2022

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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1994
FORM 5



AUCKLAND COUNCIL
 06 OCT 2022
 CBD - ALBERT ST

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) CILLIAN ANNE BARRON

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

42 HARLEY CLOSE TAKAPUNA

Telephone: 0274827 006 Fax/Email: livingspontaneously.nz@gmail

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 PC 85 (Private)

Plan Change/Variation Name 48 Esmonde Road, Takapuna

The specific provisions that my submission relates to are:
 (Please identify the specific parts of the proposed plan change / variation)

Plan provision(s) PLAN PROVISION - 16 STORIES HIGH

Or Property Address 48 ESMONDE RD TAKAPUNA

Or Map PLAN CHANGE TO HIGH DENSITY

Or Other (specify) BUILDING UP TO 16 STORIES HIGH

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:


THIS IS TAKAPUNA COASTLINE AND I OPPOSE 16 STORIES HIGH BUILDING ON COASTLINE DUE TO VIEW OBSTRUCTION & NATURAL AREA COMPROMISED BY HIGH DENSITY (continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation 44.1
- If the proposed plan change / variation is not declined, then amend it as outlined below.

BACK TO ORIGINAL PLANS

- 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)

28. 9. 22
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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Waverley Waring
Date: Friday, 7 October 2022 1:30:50 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Waverley Waring

Organisation name:

Agent's full name:

Email address: waverley.brett@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

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:

- We don't like the huge mass of concrete - the excessive height and position of the proposed 'tower blocks' creating such an imposition on the landscape, which is also not in keeping with the environment. Building designs should incorporate up-to-date sustainability designs, solutions and materials. 45.1
- The sheer quantity of impermeable surfaces, when a more creative development can offer a blend. 45.2
- The complete lack of 'organic' within the complex of buildings in this design: notable absence of landscaping and green areas, children's outdoor play area and outdoor communal gathering space. 45.3
- Inadequate onsite parking for the number of residents and on-site facilities, and service vehicles. While we realise there is an 'encouragement' to use public transport, this often does not meet the needs for people in their private recreational time, and if this need is not met it causes problems. 45.4
- The threat to the adjacent Special Ecological Area (SEA) is a definite concern, as is the proposed boardwalk around the headland.
- Will this development (with the inclusion of the Coastal Reserve) enable the Council to meet its'

own Climate Actions and Targets? Building sustainable cities is important.

We endorse the concerns raised and comments made by the Takapuna Residents Association.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Address the reasons for our concerns.

Submission date: 7 October 2022

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Peter Waring
Date: Friday, 7 October 2022 1:30:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter Waring

Organisation name:

Agent's full name:

Email address: pwarningnz@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

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:

We don't like the huge mass of concrete - the excessive height and position of the proposed 'tower blocks' creating such an imposition on the landscape, which is also not in keeping with the environment. Building designs should incorporate up-to-date sustainability designs, solutions and materials.

46.1

The sheer quantity of impermeable surfaces, when a more creative development can offer a blend.

The complete lack of 'organic' within the complex of buildings in this design: notable absence of landscaping and green areas, children's outdoor play area and outdoor communal gathering space.

46.2

Inadequate onsite parking for the number of residents and on-site facilities, and service vehicles. While we realise there is an 'encouragement' to use public transport, this often does not meet the needs for people in their private recreational time, and if this need is not met it causes problems.

46.3

The threat to the adjacent Special Ecological Area (SEA) is a definite concern, as is the proposed boardwalk around the headland.

Will this development (with the exclusion of the Coastal Reserve) enable the Council to meet its' own Climate Actions and Targets? Building sustainable cities is important.

46.4

We endorse the concerns raised and comments made by the Takapuna Residents Association.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Address the reasons for our concerns.

Submission date: 7 October 2022

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Alyson Jones
Date: Friday, 7 October 2022 1:30:56 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Alyson Jones

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:
92 Francis Street
Hauraki
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
Enabling buildings between four and sixteen storeys high

Property address: 48 Esmonde Road

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:
I wish the provision to be capped at 7 storeys high in order to minimise exceedingly high level of intensification which could impact on the surrounding conservation areas and protect flora/fauna and wildlife. High intensification could also mean increased vehicular traffic onto an already congested Esmonde Rd in peak traffic times. Also to minimise the number of years the site will be a 'construction zone'

47.1

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Limit the proposed 16 storey high residential facility to 7 storeys high

Submission date: 7 October 2022

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.

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 85: 48 Esmonde Road

Name of Submitter: Fire and Emergency New Zealand

This is a submission on the following proposed plan change (the **proposal**): Proposed Private Plan Change 85: 48 Esmonde Road, Takapuna. The applicant seeks to create a new precinct 'Takapuna 2' for a residential development of approximately 553 homes with a 182-unit hotel, commercial activities and healthcare facilities. The edges of the site are proposed to be rezoned to Open Space – Conservation Zone (with rest remaining Residential – Terraced Housing and Apartment Zone). This submission is written on behalf of Fire and Emergency New Zealand (Fire and Emergency).

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 is:

- Ensuring the Precinct provisions provide acceptable emergency responder access and firefighting water supply in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of practice).

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 principal 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.

While recognising that fire safety is also touched on at building consent stage, Fire and Emergency consider it important that it is considered during resource consenting so that any issues are picked up early in design and to avoid instances where building consent dispensations have been granted in recognition that a resource consent has been obtained. Fire and Emergency consider that this is best achieved through an additional matter of discretion/assessment criteria within the Precinct chapter that references providing emergency responder access and firefighting water supply in accordance with the requirements of the New

48.1

Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of Practice).

The proposal includes three new fire hydrants within the berm fronting the site. Fire appliances are able to reach these hydrants from up to 135m away ('as you would lay a hose'). From fire appliance hardstands, all areas of the development must be able to be serviced with a 75m hose. In addition, emergency responders must be able to service the development at all times by a 4m wide access with 4m vertical clearance that can hold a 21-tonne truck. Hardstand specifications alongside more detail on other requirements are detailed in the Water Supplies Code of Practice. Fire and Emergency are open to discuss with the applicant how best to provide for emergency responders given the specifics of the site.

Fire and Emergency seek the following decision from the local authority:

If commissioners are minded to accept the Plan Change, Fire and Emergency seek the following amendment to the proposed Precinct chapter:

- An additional matter of discretion (I553.8.1) / assessment criteria (I553.8.2) on the design of emergency responder access and firefighting water supply to comply with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008.

48.1

Fire and Emergency wishes to be heard in support of its submission.



Signature of person authorised to sign on behalf of
Fire and Emergency

Date:	07.10.22
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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Steven Salt
Date: Friday, 7 October 2022 2:45:54 pm
Attachments: [Takapuna Residents Assn Submission 48 Esmonde Rd Plan Change 85.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Steven Salt

Organisation name: Takapuna Residents Association

Agent's full name:

Email address: info@takapunara.org.nz

Contact phone number: 0212924908

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

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:

See attachment.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As per attached document.

Submission date: 7 October 2022

Supporting documents

Takapuna Residents Assn Submission 48 Esmonde Rd Plan Change 85.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.

**Takapuna Residents Association Submission on
48 Esmonde Road, Takapuna (Plan Change 85)
7 October 2022**

Proposed Private Plan Change 85 seeks to rezone the land around the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone, but to retain the existing Residential – Terrace Housing and Apartment Building zone for the remainder of the land. The proposed private plan change also seeks to introduce a new Precinct, the Takapuna 2 Precinct, which contains site specific development provisions for the land at 48 Esmonde Road, Takapuna.

Introduction

We recognise that some development is appropriate for 48 Esmonde Road, Takapuna, and the public generally accepted the previous plans. However, the Takapuna Residents Association has concerns about the new plans and local residents indicate that key issues are:

- the excessive height and position of the proposed ‘tower blocks’ creating such an imposition on the landscape | 49.1
- the complete lack of ‘organic’ in this design: with a notable absence of landscaping and green areas within the complex, children’s outdoor play area and outdoor communal gathering space. | 49.2
- inadequate onsite parking for the number of residents and on-site facilities, and service vehicles | 49.3
- the threat to the adjacent Special Ecological Area (SEA) | 49.4
- the proposed boardwalk around the headland |
- the assumption of the cycleway to Francis Street. | 49.5

The new plans are *vastly* different to the previous plans, creating an overpowering imposition on the landscape that is ‘harsh to the eye’ as a solid block manmade structure, it certainly does not ‘meld with its the environment’.

We have reviewed the supporting documentation and also note there are some errors and misleading statements which creates quite a different ‘picture’ to the actual situation. Phrases such as ‘maximum use’ can be regarded both positively and negatively. There is lack of consistency in the use of the terms “coastal margin”, “Coastal Reserve”, “Esplanade Reserve” and/or “conservation zone”, and as the meanings and use of the terms carry ‘assumptions and expectations’ these can therefore be misleading.

This development should be such that it complements and enhances our beautiful natural environment.

We oppose the new proposed Private Plan Change 85 that seeks to introduce a new Precinct, the Takapuna 2 Precinct.

Coastal Environment and Protection of the adjacent Special Ecological Area (SEA):

To date, this area of the harbour coastline has been reasonably inaccessible to the members of the public, and the church had little impact on the perimeter of the property, so in terms of conservation the natural state of the coastline has been maintained and the wildlife have been very protected from intrusion for many years.

Unfortunately, this area and coastline will now be readily accessible for a very large population of 553 households, estimated 1,500 residents (and potentially associated pets - cats and dogs), who will have easy access day and night, all year round, to the coastal area and that will obviously have consequences for the natural environment and the birds that currently frequent the area. The “Coastal Reserve” will effectively become their ‘backyard’, so it can hardly be considered a ‘conservation zone’ when it is immediately adjacent to a large development such as this. If residents and visitors want to go for a walk around the perimeter of the development, native wildlife will be impacted.

By identifying areas as Special Ecological Areas (SEAs) Auckland Council aims to protect and maintain indigenous biodiversity within the Auckland Region. Shoal Bay is a designated SEA. Therefore, the Council needs to be mindful of those responsibilities and their commitments to this SEA when considering the proposed plans for this development, as it is immediately adjacent to a SEA. We note that local conservationist Phillip Moll has already noted his concerns about the impact of the Amaia development on the SEA of Shoal Bay. It should also be kept in mind that the recently-built Patuone Reserve boardwalk removed more mangroves from the western side of that coastal estuary than had been approved - which resulted in additional loss of habitat; also that the current Housing Intensification plans for Takapuna have not allowed for space or low density housing along the eastern side of that coastal estuary to provide a buffer for wildlife. So this natural coastal fringe environment has already been markedly affected by development and/or by intended development, and the birdlife has consequently been impacted upon. The sensitivity of our coastal marine areas needs to be respected and protected.

49.4

RMA processes are in place to protect the Sensitive Ecological Areas, however, it should be reinforced that the SEA needs to be integral to the design of the Precinct to make sure it is more than minimum requirement.

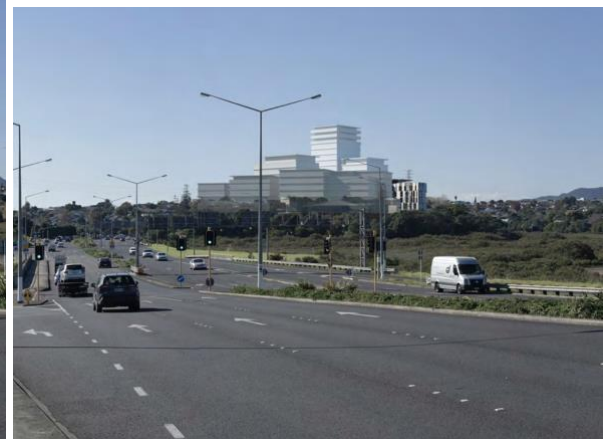
New Buildings Planned:

1553.3 (4) “*Require that new buildings: . . . (b) are appropriate in scale to, . . .*”. Many of the residents of Takapuna have indicated that they are not in favour of 10-storey and 16-storey buildings, and would not agree that the ‘scale’ of these buildings is appropriate for this environmental setting.

49.1

Comparison photos in Appendix I – Landscape Attachments identifies very clearly the different impact on the landscape compared with the previous plans for this site. The visual impact of the new image is huge, imposing, a large ‘unbroken’ area of hard-surfaced structure, which is out-of-proportion to the environment and in complete contrast to the coastal environment, at a main ‘entry point’ to Takapuna.

Comparison photos from Appendix I – Landscape Attachments:



Climate Change, Sustainability, ‘Organic’

Building sustainable cities is important if we wish to build resilience to climate change. Auckland Council needs to meet its’ own Climate Actions and Targets. There is a complete lack of ‘organic’ in this design and that is a real concern. There is a notable absence of landscaping and green areas within the complex, with an absence of a children’s outdoor play area or outdoor communal gathering spaces. Surely as part of Council’s own sustainable city criteria those aspects need to be included in new developments, so that we have a blend of ‘meeting housing needs’ AND providing a healthy environment that contributes positively to our environment. How does this plan ‘measure up’ for sustainable criteria? Does this building complex ‘tick all the right boxes’? We don’t think so.

49.2

Just because the development meets the required minimum and maximum specifications doesn’t necessarily create a well-planned and well thought out addition to our community. We do not want a ‘concrete jungle’, that is not good for anyone.

We note the Plan change questions for and comments from Mana Whenua:

“Point 6 – Water reuse was discussed. How can the development maximise the utilisation of the resource? Mana whenua strongly encourages sustainable and resilient development”.

49.6

How has this been progressed?

1553.6.2 Maximum impervious area – *“Purpose: To provide for the intensive use of the majority of the precinct in recognition of the long coastal margin (esplanade reserve) and its capacity to mitigate the effects of stormwater runoff from the precinct’s planned urban character of multi-storey buildings surrounded by open space.”* This implies, either a ‘trade off’ (for something that will then not belong to the precinct), or that the coastal margin (esplanade reserve), or Coastal Reserve, will receive the stormwater run-off, which we do not believe is appropriate.

Impervious areas are a concern and we disagree with this rather confusing statement. We are very concerned at the huge amount of impervious area in this design. Permeable surfaces have the benefit of improving the overall environment within the precinct itself – so residents should have that benefit. In seeking the rezoning, the development is ‘separating itself from the coastal margin’, therefore, the development should meet the same requirements as other property owners in the area, and that is for impermeable surfaces to be measured within the legal boundaries and meet the percentage requirements accordingly. Thus, in seeking this zoning change, the coastal reserve should be regarded as a separate entity, and the precinct site should meet the standard rules for impermeable surfaces within the *final* legal perimeters. Other properties in Takapuna adjacent to parks have to meet the same criteria, so this development should be no different. It could be seen that the developers are just ‘trying to maximise their profits and minimise their responsibilities’.

49.7

The permeable surfaces **MUST** be incorporated within the perimeter of the surrounding buildings to achieve the actual purpose for the requirement and add value to precinct; the permeable surface of the coastal reserve is ‘exterior’. For the long coastal margin (esplanade reserve) to have the capacity to *truly* mitigate the effects of stormwater runoff, the coastal reserve would need to be lower than all the buildings and stormwater runoff onto that area is not appropriate or desirable.

Initiatives that incorporate permeable surfaces help conserve water and improve the overall sustainability of urban areas. The ‘trade off’ of the coastal reserve area does not fulfil those requirements as it is completely separate of the development itself.

49.8

In terms of building compliance, the Precinct at 48 Esmonde Road should meet all the requirements, without the Coastal Reserve being part of those decisions, as would any other property in Auckland. It seems that this is being used as a ‘bargaining tool’ in order to ‘squeeze more onto the site’. We believe the Coastal Reserve should be regarded as an entirely separate aspect.

Shading: 1553.8.2 Assessment criteria – (c) *“Shading – the extent to which: (i) the location and design of buildings ensures a reasonable level of sunlight access (measured at the Equinox) to residential units (principal living rooms and private outdoor spaces) and open space areas, taking into consideration the site and building orientation and the planned built character of the precinct.”* It is good to see that access to sunlight will be ensured in this development because to foster health and well-being access to natural sunlight is fundamental. However, with the amount of buildings planned, it is hard to see how this will be achieved because it seems the newly planned buildings will shade the other proposed lower buildings along the east, south and west boundaries, clearly the 16-storeys will create more shade.

49.9

Shading of the coastal environment needs to be avoided.

Wind: (1553.6.6) We note that the proposed height of the new buildings will have an impact on the coastal environment, and request an expert in environmental and birdlife issues be consulted, to understand the possible consequences for the coastal area and wildlife. We also need to be reassured that this precinct will not suffer from wind tunnels, as areas of high rise buildings can become unpleasantly cold, shady and draughty. This aspect is particularly important given that this will be a highly populated intergenerational residential area. Takapuna Residents Association would like to receive the Wind Report regarding this requirement.

49.10

Transportation and Carparking:

While we recognise the aim of Auckland Council to encourage a move away from use of private vehicles towards use of public transport, that can be appropriate for work-related travel but is not necessary feasible for private recreational requirements. From a practical perspective, it is not realistic to encourage housing intensification AND reduce carparking spaces. We do not believe it is sensible, realistic or good long term planning to not cater adequately for parking of vehicles. We believe the Council should ensure that developers are required to provide adequate parking onsite, otherwise it is ‘short term planning’ with long term consequences. We understand that the Takapuna 2 Precinct will allow for 553 homes. There is no on-street parking available in the immediate proximity of the Precinct, so inadequate provision of carparking would be short-sighted and impact negatively on the community. When you have 1,500 people, that is a lot of movement.

49.3

1553.6.11 Maximum on-site parking – *“Purpose: To ensure the safety, efficiency and effectiveness of the internal and local road network and to discourage single occupancy car-based trips to and from the precinct. (1) The maximum number of long term or short term parking spaces (inclusive of any stacked facility) within the precinct must not exceed 321.”*

We note the onsite parking is based on *“a car park ratio of 0.55 of all residential activities and 548 dwellings”*. The table indicates 301 car parking spaces for Residential dwellings and 20 for Commercial and healthcare facilities. On this site, apparently, it is intended that there will be 252 owners/families who do not have a carpark. Only 20 carparks are planned for the Commercial and Healthcare facilities, which we do not think is sufficient to cater for both

workers (estimated to number 17) and their clients. No provision appears to have been made for visitors in general. How realistic is that from a long term functional perspective, especially given that the site is on a main road with no street parking?

The onus needs to be placed on developers to provide adequate parking facilities. There MUST be adequate provision for on-site carparking for the population housed, to cater for the onsite facilities, and for visitors.

It is noted that the precinct “*seeks to . . . encourage the use of non-car based trips*” (Appendix C -1553.1 (paragraph 7). 1553.3 (10) “*Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes . . .*”.

1553.3 (2) (a) “*promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwellings and non-residential floorspace anticipated for the precinct.*” For a development of this size, here is an opportunity to implement the initiative of ‘Car Sharing’ functionality, where members pay an annual fee and hourly rate. ‘Requiring to consider’ is inadequate - Auckland Council needs to ensure the developer ‘walks the talk’.

49.11

There seems to be a heavy reliance on the expectation of people using public transport to justify the lack of onsite parking for vehicles, which is fine, if that infrastructure exists and the appropriate public transport is available which can get a person to the range of destinations required in a timely manner.

There seem to be a few ‘optimistic’ points within the Traffic Impact Assessment. Pedestrians will be busy ‘pushing the buzzer’ to cross Esmonde Road and Fred Thomas Drive when going to and from the Akoranga Bus Station and/or having got off the bus in Burns Avenue, which is bound to have a noticeable impact on traffic flow to Takapuna and Devonport, particularly in peak hour.

With the rapid growth of courier and grocery deliveries, given that there is minimal car parking for residents, those vehicles are also likely to be coming and going frequently and need somewhere to park while they load and unload. You either cater for delivery vehicles or for people to get into their car to drive to do their grocery shopping (it is a long way to carry groceries from Countdown on Barrys Point Road). Parking for service vehicles is also important

49.3

Onsite Facilities:

(1553.2 (1) (e)). “*enables a limited range and scale of ancillary non-residential activities to support residents of the precinct*”. There needs to be adequate provision for the population on site, because with Housing Intensification Takapuna’s amenities are already under pressure.

We note that international developments of this size also incorporate an outdoor soft-surfaced playground area for children, so this should be provided (separate and additional to the Early Learning Centre).

49.2

We note the Early Learning Centre is for residents only, so there is no mutual support to the community. It is 216m². Well-designed child care centres typically have approximately 100 square feet per child of space in the overall centre, which also should include an outdoor area. Will the space for this centre meet the needs of the community it is required to serve?

There is a Communal Bookable Room (471m²). Where are the appropriate sized communal gathering spaces for this community – both indoor and outdoor? A development of this size should be expected to provide adequate onsite facilities.

This site is intending to provide 553 new dwellings, which will result in an estimated increase of approximately 1,500 people. For any housing intensification there should be an associated increase in the provision of facilities and public spaces by the Council to cater for the associated increase in population. Takapuna has very limited green, grassy, level, open spaces.

Infrastructure:

For such a large scale development, where is the detail of the infrastructure contribution to water, waste water and other services by the developer to ensure the local infrastructure continues to function well?

49.12

Have reports been provided by Vector and Chorus for their networks, confirming that they can handle this addition load?

The Plan change questions for and comments from Mana Whenua:

“Point 6 – Water reuse was discussed. How can the development maximise the utilisation of the resource? Mana whenua strongly encourages sustainable and resilient development”.

How has this been progressed?

Proposed Boardwalk:

We do not think a boardwalk is appropriate for the headland of a coastline adjacent to a Special Environmental Area. It is not a necessary feature. It will be very intrusive into the coastal environment and create a separation between the land and foreshore, so it would limit the freedom of movement for birds needing safe and secure access to both those habitats. It could compromise conservation opportunities. It would also provide the opportunity for people to encroach further into a Special Ecological Area that is best ‘left alone’. Auckland Council has a responsibility to protect our natural environment from unnecessary intrusion, which is what the boardwalk would be. Protection of wildlife is critical.

49.5

An expert in environmental and birdlife issues should be consulted, in order to understand the possible consequences to the coastal area and wildlife. Particular conditions should be imposed.

Link with Potential Cycleway to Francis Street:

1553.2 (2) *“The Takapuna 2 Precinct functions in a way that: (a) links pedestrian and cycling facilities within and around the precinct, to enhance recreation and connectivity with the wider environment including the potential Francis Street boardwalk connection”.* Plans for cycling ‘around the precinct’ need to be the responsibility of the developer on private land (i.e. not the Coastal Reserve. Any cycleway on the Coastal Reserve would need to go through the approval process with the Council.). We note that the site map only has the ‘potential’ Ped/cycle connection between Francis Street and Esmonde Road.

49.5

An expert in environmental and birdlife issues should be consulted, to understand the possible consequences for the coastal area and wildlife. Certainly particular conditions should be imposed.

Open Space – Conservation Zone

1553.3 (6) *“Ensure that the ecological and landscape values of the future esplanade reserve (Open Space – Conservation Zone) are recognised and protected from the effects of inappropriate use and development.”* Trees of the Coastal Reserve must not be pruned by ‘the Precinct’ ‘to maintain or improve views’.

1553.6.7. Front, side and rear fences and walls – It was reassuring to see reference to fencing adjacent to the ‘esplanade reserve’. What provision is being made to provide a clear indication of ‘boundary’ between what is private land and what is ‘Coastal Reserve’ public land? The Precinct needs to take responsibility for fencing and/or signage so that Health & Safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

49.13

It is noted that by separating off the Coastal Reserve:

- the developer has the benefit of the ‘permeable surface trade-off’ and is able to build a high density residential complex with majority hard-surfaced impermeable surfaces within the Precinct and is not required to meet any ‘green’ requirements, with the additional benefit of divesting themselves of the costs and responsibilities of maintaining the Coastal Reserve in the future.
- The Council loses the opportunity to enforce good quality integration of well landscaped and healthy environment for residents of the complex, and will be responsible for all the costs and compliance and Health & Safety aspects relating to Coastal Reserve in the future.

To Conclude:

We believe that development should incorporate sustainable building practices, should complement the environment in which it is situated, and provide a healthy environment for residents. The new plans differ substantially from those previously approved, and the excessive heights of the new tower blocks creates too much of an imposition on the landscape, so that it is intrusive on the natural form of the coastal environment. We are concerned at the lack of general landscaping within the complex itself, which would help offset and soften some of the hard surface areas, as well as providing appropriate gathering spaces for children and adults. While we recognise the need to encourage reduction in the use of private vehicles, the lack of inadequate onsite parking has the potential to impact unfavourably on both the residents and the local community; adequate carparking must be provided at the time of construction. The threat to the Special Ecological Area is noted with concern, and the proposed boardwalk around the headland may not be appropriate. The plan relies on the proposed cycleway to Francis Street to ‘sway’ opinion but is obviously not ‘a given’.

The time to implement these requirements is now, we don’t want to look back with regret at a missed opportunity.

We oppose the new proposed Private Plan Change 85 for 48 Esmonde Road, Takapuna. This is a very important building at the gateway and entrance to our beautiful coastal city. We make this submission on behalf of residents of Takapuna who share our views, and request Auckland Council give serious consideration to the concerns raised. With courtesy we thank you for accepting this submission, and look forward to receiving outcomes that speak to the residents’ concerns raised within this submission, and look forward to receiving open, honest and full disclosure relating to the planning panels’ decisions.

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) Julia and Michael Dol

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

41 Bracken Avenue, Takapuna, Auckland

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:

Please see attached submission

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

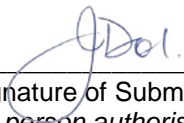
If the proposed plan change / variation is not declined, then amend it as outlined below.

prevent the excessive height and visual impact

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)

10/07/2022
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.

Submission from Mike and Julia Dol

We are Takapuna residents of 18 years and owners of the property at 41 Bracken Avenue which is identified as a property impacted by the proposed private plan change.

We object to and do not support the proposed plan change.

A summary of our rationale is:

1. The site is already able to be developed under a non-complying resource consent that permits two new apartment buildings of up to 7 stories each and a total of approx. 358 accommodation apartments ranging from studios to 3 bedrooms and a child care facility, café, store, business centre and a health care facility. This is a large scale development and will bring new facilities and residents to the site and to Takapuna. The applicant is already able to commercially develop the site and meet the objectives of the Enabling Housing Act and NPS-UD. 50.1
2. We disagree that with the applicants assessment that the site should be further developed due to the opportunities that it represents to the site owner.
3. Insufficient consideration is given to the wider context of the development and growth already taking place in central Takapuna and the current plan that sees a gradual lowering of building heights from central Takapuna through to the harbour and including the subject site.
4. The proposed 'enhancements' to the subject site do not compensate in any way for the impact on the wider skyline, visual dominance and fundamental change to the Takapuna environment that this plan change would create. If permitted this plan change will have enormous impact on the skyline of Takapuna and the North Shore when viewed from many perspectives across Auckland, and in particular for the local residents. In our view this site would over dominate the current and future Takapuna skyline which is already changing rapidly. 50.2
5. The proposed plan change is in a THAB zone which permits for buildings up to 6 storeys, in this case the applicant is seeking some buildings of up to 16 storeys at a height of 62m and the applicant seems to think that the addition of 10 storeys of height in a large and dominant buildings, is offset by other surrounding buildings that will also exceed the current permitted height of 6 storeys as in order to not also contravene the height to boundary requirements some of the buildings will be 4 storeys.
6. The applicant states that the site is within a 10 minute walk of Takapuna Centre. It is not. We seek evidence of the applicant's assertion!
7. We do not agree with the conclusions drawn from the Landscaper's Report prepared by Mr Brown. The photos provided by the applicant are taken from positions that are not positions of homes and residents that are impacted, rather from street level at the bottom of street to give a favourable perspective for the applicant. We are happy to submit photos from our property to show the actual impact which is considerably greater than that set out in the report where the 50.3

photo is taken from the bottom of Bracken Avenue just above Shoal Bay rather than from the land occupied by the residents of Bracken Avenue.

8. The Landscapers Report assessment of the visual effects rating is understated and not supported by the commentary in the report. The assessment from Bracken Ave of allow Low-Moderate impact is taken from the bottom of the street, from the level of the homes the impact is considerable – a full read of the section ‘Viewpoint 4 Bracken Avenue’ includes a number of statements that are inconsistent with the conclusion of Low-Moderate short and long term impacts including (emphasis added):
 - a. ‘Even so, it would *still become the pre-eminent feature of the southern skyline*. As in relation to Viewpoints 1 and 3, *the proposed complex also represents a new and quite different form of residential development; one that will remain somewhat solitary and at odds with the existing development pattern* near it until more widespread redevelopment starts to emerge within the THAB Zone next to Esmonde Road.’
 - b. ‘As with Viewpoint 1, the dip down to the estuary in the foreground and middle distance of views from this quarter, together with the relative absence of screening elements between this vantage point and Esmonde Road, *would tend to accentuate the visual legibility and presence of such development.*’
 - c. ‘As such, even though development under the PPC provisions would clearly change the character of part of the estuary’s surrounds, *resulting in some loss of aesthetic coherence and perhaps even pleasantness in the short term*, it would do so in a way that accentuates the juxtaposition of Auckland’s urban domain with the Waitemata Harbour.’

We are not qualified resource management people and we have not yet sought professional advice. We wish to be heard to object to the proposed plan change and we would like to join with others objecting to this proposal.

We consider the applicant has presented a very one sided view of the impacts of the proposal with a number of photos and considerable commentary for which an alternative perspective would be useful for the decision makers.

End.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Emma Davis
Date: Friday, 7 October 2022 6:30:58 pm
Attachments: [48 Esmond Rd Plan Chnage 85 Philip Moll.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Emma Davis

Organisation name:

Agent's full name:

Email address: emmadavis2911@gmail.com

Contact phone number:

Postal address:
48 Byron Avenue
Takapuna
Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
PC 85 (Private) 48 Esmonde Road, Takapuna, Auckland 0622

Property address: 48 Esmonde Road, Takapuna, Auckland 0622

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:
See attachment - I volunteer and do pest control around Patuones Walk with Philip Mole and agree with his statement attached. I have volunteered and have been active in Pest Control in this area for the last 7 years.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As per attached document

Submission date: 7 October 2022

Supporting documents
48 Esmond Rd Plan Chnage 85 Philip Moll.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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Proposed Private plan change 85 -48 Esmonde road Takapuna.

Concerns for this proposed Plan change to 16 storeys on the edge of the mangrove habitat (SEA Marine 2) of Shoal Bay a designated Site of Special Wildlife Interest

The issue I see locally for the natural environment is the cumulative effect of all these developments which is not taken into consideration. What will be the impact on this quiet wetland habitat? This follows on from the concern with the Patuone boardwalk nearby with subsequent 'more than minor' mangrove removal. This was slipped through un-notified as less than minor in an area designated as SEA Marine2 the habitat of the 'At risk declining' banded rail (moho pererū).

51.1

The ecology report for this plan change also mentions that banded rail inhabits this wetland area too. Residents at Walter Street and Sydney Street confirm sightings of this cryptic species seen from their sections. This is a very shy species to observe. So, more disturbance as this development if consented will take many years to complete.

Concerns regarding 16 story and four story (supposedly to hide the effect of a sixteen-storey building) building construction.

- **Bird strike** - We have many bird species flying around this area. Shags, gulls, terns and hawks can often be seen around the Esmonde road link to the motorway. And of course flocks of godwit returning from breeding in Alaska find their way back to Shoal each year.
- **Artificial light pollution.** This is a known issue already affecting migratory birds of the North Shore flyway (Cooks petrels) across Auckland.
[threats-to-seabirds-northern-aotearoa.pdf](https://www.aucklandcouncil.govt.nz/~/media/136766/Threats-to-seabirds-northern-aotearoa.pdf) (aucklandcouncil.govt.nz) page 36
- **Sediment & stormwater discharge** into the downstream tidal shorebird feeding areas during and following construction. Some carrying pollutants
[https://content.aucklanddesignmanual.co.nz/regulations/technical-guidance/ndc/details/guidance/management-plans/sections/adopted-plans/Documents/SMP%20Summary 48%20Esmonde%20Rd 20210205.pdf](https://content.aucklanddesignmanual.co.nz/regulations/technical-guidance/ndc/details/guidance/management-plans/sections/adopted-plans/Documents/SMP%20Summary%2048%20Esmonde%20Rd%2020210205.pdf)

51.1

Concerns regarding the Conservation zone & suggested boardwalk

- **Conservation zone** 20 metres.
Part of the plan change is for a conservation zone around the site. This was also suggested if the site was ever subdivided by the disestablished NSC in 2002 (attached doc).
- **Boardwalk**

a boardwalk is planned around the outer edge of the conservation strip, once again appearing to intrude into the Marine space, a designated Special Ecological Area (SEA Marine 2). These boardwalks have the effect of 'coastal squeeze' as with sea level rise wildlife has no habitat to retreat to. Better to plant this edge with wetland plant species.

51.2

Banded rail move through mangrove using the cover to protect them from predation by rats, cats & hawks during foraging but tend to nest along suitable coastal edge. The reasoning for this boardwalk is to allow a future connection (bridge?) To Francis Street for a walking and cycling connection.

- **Downstream Feeding area for wrybill and other shorebirds.**

The area South of this development near Esmonde road is a feeding area for many shorebirds including hundreds of red-billed gulls another declining species. The effects of increased contaminated stormwater from the site are unknown.

The Ecology report does mention the nearby shell bank roosting site for migratory & resident shorebirds including godwit, banded dotterel, variable oystercatcher, pied stilt & NZ dotterel but doesn't include the wrybill (ngutu pare) an endemic New Zealand shorebird species with the bent to the right bill that is on the International Union of Conservation for Nature (IUCN) red list as vulnerable.

51.1

Wrybill regularly migrate from the South Island to spend the winter with us in Shoal & Ngataranga and other Northern estuaries to feed during our milder winter.

This species has been missed off the Wildlands ecology species list. This survey list is not the result of a multi season study but is gleaned from iNaturalist and eBird that citizen science users like myself contribute to. Wrybill are definitely on eBird for Shoal. This I believe is a serious omission for an ecology report for the area.

- **Bridge/connection to Francis Street**

A future project - more disturbance during construction?

I would like to stress that the cumulative effect of all these developments on our remaining natural areas is not being assessed at all considering that the Shoal estuary environment has a Site of Special wildlife Interest (SSWI) designation by DOC.

The Wildlands Ecology report is worth a read. They list the following

'Potential adverse effects of the proposed plan change can be summarised as

- Effects on indigenous fauna
- Stormwater and sediment effects
- Effects on the coastal environment'

Philip Moll 23.09.2022

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Sandra Allen
Date: Friday, 7 October 2022 7:00:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Sandra Allen

Organisation name:

Agent's full name: Sandra

Email address: fam.allen@xtra.co.nz

Contact phone number: 021957947

Postal address:

Flat 2

Habitat

31 Byron Avenue

Takapuna

Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

It breaks all the rules.

Property address: 48 Esmond Road Takapuna

Map or maps: The whole site.

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:

Our coastal and mangroves will be destroyed forever. Global warming is real.

We do not have enough infrastructure for this.

I or we seek the following decision by council: Decline the plan change

Submission date: 7 October 2022

Attend a hearing

Do you wish to be heard in support of your submission? Yes

52.1

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Guy Phillips
Date: Friday, 7 October 2022 8:00:52 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Guy Phillips
 Organisation name:
 Agent's full name:
 Email address: guyphillips021@gmail.com
 Contact phone number:
 Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85
 Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:
 PC 85 (Private): 48 Esmonde Road, Takapuna
 Property address: 48 Esmonde Road, Takapuna
 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:
- The excessive height and position of the proposed 'tower blocks' creating such an imposition on the landscape. | 53.1
 - The complete lack of 'organic' in this design: with a notable absence of landscaping and green areas within the complex, children's outdoor play area and outdoor communal gathering space. | 53.2
 - Inadequate onsite parking for the number of residents and on-site facilities, and service vehicles | 53.3
 - The threat to the adjacent Special Ecological Area (SEA) | 53.4
 - The proposed boardwalk around the headland

We endorse the concerns and comments of Takapuna Residents Association, so please refer to their documentation.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Address the reasons for our concerns.

Submission date: 7 October 2022

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Maureen Taylor
Date: Friday, 7 October 2022 8:00:52 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Maureen Taylor

Organisation name:

Agent's full name:

Email address: maureen.taylor@outlook.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

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:

Key reasons:

- | | |
|--|------|
| The excessive height and position of the proposed 'tower blocks' creating such an imposition on the landscape. A lot of hard impermeable surfaces. Not attuned to the environment. We don't want 'concrete jungles'. | 54.1 |
| The complete lack of 'organic' in this design: with a notable absence of landscaping and green areas within the complex, children's outdoor play area and outdoor communal gathering space. | 54.2 |
| Inadequate onsite parking for the number of residents and on-site facilities, and service vehicles | 54.3 |
| The threat to the adjacent Special Ecological Area (SEA) | 54.4 |
| The proposed boardwalk around the headland | |

We endorse the concerns and comments of the Takapuna Residents Association - please refer to their presentation.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Address the reasons for our concerns, as per Takapuna Residents Association documentation.

Submission date: 7 October 2022

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Margaret Joy Gibbs
Date: Friday, 7 October 2022 8:45:55 pm
Attachments: [Takapuna Residents Assn Submission 48 Esmonde Rd Plan Change 85_20221007204329.730.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Margaret Joy Gibbs

Organisation name:

Agent's full name:

Email address: dlmjgibbs@outlook.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

PC 85 (Private): 48 Esmonde Road, Takapuna

Property address: 48 Esmonde Road, Takapuna

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:

The excessive height and position of the proposed 'tower blocks' creating such an imposition on the landscape | 55.1

The notable absence within the complex of landscaping and green areas , children's outdoor play area and outdoor communal gathering space. | 55.2

Inadequate onsite parking for the number of residents and on-site facilities, and service vehicles. | 55.3

The threat to the adjacent Special Ecological Area (SEA)

The proposed boardwalk around the headland could compromise conservation opportunities. | 55.4

We endorse the concerns raised and comments made by the Takapuna Residents Association -

documentation as attached.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: As per attached document. Address our concerns.

Submission date: 7 October 2022

Supporting documents

Takapuna Residents Assn Submission 48 Esmonde Rd Plan Change 85_20221007204329.730.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.

**Takapuna Residents Association Submission on
48 Esmonde Road, Takapuna (Plan Change 85)
7 October 2022**

Proposed Private Plan Change 85 seeks to rezone the land around the coastal edge of 48 Esmonde Road, Takapuna to Open Space – Conservation Zone, but to retain the existing Residential – Terrace Housing and Apartment Building zone for the remainder of the land. The proposed private plan change also seeks to introduce a new Precinct, the Takapuna 2 Precinct, which contains site specific development provisions for the land at 48 Esmonde Road, Takapuna.

Introduction

We recognise that some development is appropriate for 48 Esmonde Road, Takapuna, and the public generally accepted the previous plans. However, the Takapuna Residents Association has concerns about the new plans and local residents indicate that key issues are:

- the excessive height and position of the proposed ‘tower blocks’ creating such an imposition on the landscape | 55.1
- the complete lack of ‘organic’ in this design: with a notable absence of landscaping and green areas within the complex, children’s outdoor play area and outdoor communal gathering space. | 55.2
- inadequate onsite parking for the number of residents and on-site facilities, and service vehicles | 55.3
- the threat to the adjacent Special Ecological Area (SEA) | 55.4
- the proposed boardwalk around the headland
- the assumption of the cycleway to Francis Street.

The new plans are *vastly* different to the previous plans, creating an overpowering imposition on the landscape that is ‘harsh to the eye’ as a solid block manmade structure, it certainly does not ‘meld with its the environment’.

We have reviewed the supporting documentation and also note there are some errors and misleading statements which creates quite a different ‘picture’ to the actual situation. Phrases such as ‘maximum use’ can be regarded both positively and negatively. There is lack of consistency in the use of the terms “coastal margin”, “Coastal Reserve”, “Esplanade Reserve” and/or “conservation zone”, and as the meanings and use of the terms carry ‘assumptions and expectations’ these can therefore be misleading.

This development should be such that it complements and enhances our beautiful natural environment.

We oppose the new proposed Private Plan Change 85 that seeks to introduce a new Precinct, the Takapuna 2 Precinct.

Coastal Environment and Protection of the adjacent Special Ecological Area (SEA):

To date, this area of the harbour coastline has been reasonably inaccessible to the members of the public, and the church had little impact on the perimeter of the property, so in terms of conservation the natural state of the coastline has been maintained and the wildlife have been very protected from intrusion for many years.

Unfortunately, this area and coastline will now be readily accessible for a very large population of 553 households, estimated 1,500 residents (and potentially associated pets - cats and dogs), who will have easy access day and night, all year round, to the coastal area and that will obviously have consequences for the natural environment and the birds that currently frequent the area. The “Coastal Reserve” will effectively become their ‘backyard’, so it can hardly be considered a ‘conservation zone’ when it is immediately adjacent to a large development such as this. If residents and visitors want to go for a walk around the perimeter of the development, native wildlife will be impacted.

By identifying areas as Special Ecological Areas (SEAs) Auckland Council aims to protect and maintain indigenous biodiversity within the Auckland Region. Shoal Bay is a designated SEA. Therefore, the Council needs to be mindful of those responsibilities and their commitments to this SEA when considering the proposed plans for this development, as it is immediately adjacent to a SEA. We note that local conservationist Phillip Moll has already noted his concerns about the impact of the Amaia development on the SEA of Shoal Bay. It should also be kept in mind that the recently-built Patuone Reserve boardwalk removed more mangroves from the western side of that coastal estuary than had been approved - which resulted in additional loss of habitat; also that the current Housing Intensification plans for Takapuna have not allowed for space or low density housing along the eastern side of that coastal estuary to provide a buffer for wildlife. So this natural coastal fringe environment has already been markedly affected by development and/or by intended development, and the birdlife has consequently been impacted upon. The sensitivity of our coastal marine areas needs to be respected and protected.

55.6

RMA processes are in place to protect the Sensitive Ecological Areas, however, it should be reinforced that the SEA needs to be integral to the design of the Precinct to make sure it is more than minimum requirement.

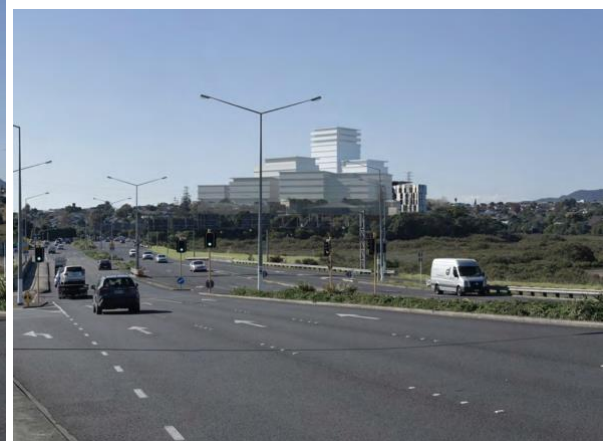
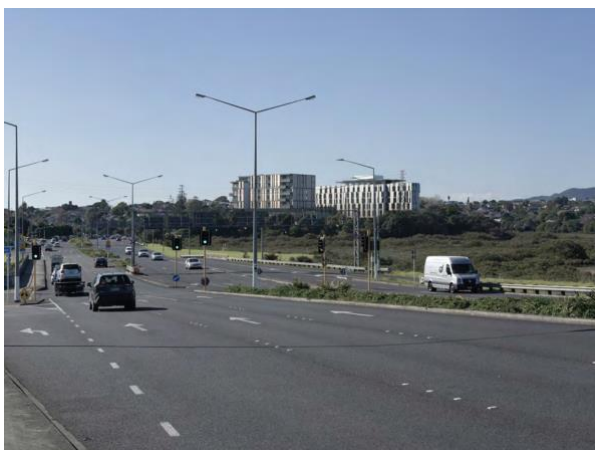
New Buildings Planned:

1553.3 (4) “*Require that new buildings: . . . (b) are appropriate in scale to, . . .*”. Many of the residents of Takapuna have indicated that they are not in favour of 10-storey and 16-storey buildings, and would not agree that the ‘scale’ of these buildings is appropriate for this environmental setting.

55.1

Comparison photos in Appendix I – Landscape Attachments identifies very clearly the different impact on the landscape compared with the previous plans for this site. The visual impact of the new image is huge, imposing, a large ‘unbroken’ area of hard-surfaced structure, which is out-of-proportion to the environment and in complete contrast to the coastal environment, at a main ‘entry point’ to Takapuna.

Comparison photos from Appendix I – Landscape Attachments:



Climate Change, Sustainability, ‘Organic’

Building sustainable cities is important if we wish to build resilience to climate change. Auckland Council needs to meet its’ own Climate Actions and Targets. There is a complete lack of ‘organic’ in this design and that is a real concern. There is a notable absence of landscaping and green areas within the complex, with an absence of a children’s outdoor play area or outdoor communal gathering spaces. Surely as part of Council’s own sustainable city criteria those aspects need to be included in new developments, so that we have a blend of ‘meeting housing needs’ AND providing a healthy environment that contributes positively to our environment. How does this plan ‘measure up’ for sustainable criteria? Does this building complex ‘tick all the right boxes’? We don’t think so.

55.2

Just because the development meets the required minimum and maximum specifications doesn’t necessarily create a well-planned and well thought out addition to our community. We do not want a ‘concrete jungle’, that is not good for anyone.

We note the Plan change questions for and comments from Mana Whenua:

“Point 6 – Water reuse was discussed. How can the development maximise the utilisation of the resource? Mana whenua strongly encourages sustainable and resilient development”.
How has this been progressed?

55.7

1553.6.2 Maximum impervious area – *“Purpose: To provide for the intensive use of the majority of the precinct in recognition of the long coastal margin (esplanade reserve) and its capacity to mitigate the effects of stormwater runoff from the precinct’s planned urban character of multi-storey buildings surrounded by open space.”* This implies, either a ‘trade off’ (for something that will then not belong to the precinct), or that the coastal margin (esplanade reserve), or Coastal Reserve, will receive the stormwater run-off, which we do not believe is appropriate.

Impervious areas are a concern and we disagree with this rather confusing statement. We are very concerned at the huge amount of impervious area in this design. Permeable surfaces have the benefit of improving the overall environment within the precinct itself – so residents should have that benefit. In seeking the rezoning, the development is ‘separating itself from the coastal margin’, therefore, the development should meet the same requirements as other property owners in the area, and that is for impermeable surfaces to be measured within the legal boundaries and meet the percentage requirements accordingly. Thus, in seeking this zoning change, the coastal reserve should be regarded as a separate entity, and the precinct site should meet the standard rules for impermeable surfaces within the *final* legal perimeters. Other properties in Takapuna adjacent to parks have to meet the same criteria, so this development should be no different. It could be seen that the developers are just ‘trying to maximise their profits and minimise their responsibilities’.

55.8

The permeable surfaces **MUST** be incorporated within the perimeter of the surrounding buildings to achieve the actual purpose for the requirement and add value to precinct; the permeable surface of the coastal reserve is ‘exterior’. For the long coastal margin (esplanade reserve) to have the capacity to *truly* mitigate the effects of stormwater runoff, the coastal reserve would need to be lower than all the buildings and stormwater runoff onto that area is not appropriate or desirable.

Initiatives that incorporate permeable surfaces help conserve water and improve the overall sustainability of urban areas. The ‘trade off’ of the coastal reserve area does not fulfil those requirements as it is completely separate of the development itself.

55.9

In terms of building compliance, the Precinct at 48 Esmonde Road should meet all the requirements, without the Coastal Reserve being part of those decisions, as would any other property in Auckland. It seems that this is being used as a ‘bargaining tool’ in order to ‘squeeze more onto the site’. We believe the Coastal Reserve should be regarded as an entirely separate aspect.

Shading: 1553.8.2 Assessment criteria – (c) *“Shading – the extent to which: (i) the location and design of buildings ensures a reasonable level of sunlight access (measured at the Equinox) to residential units (principal living rooms and private outdoor spaces) and open space areas, taking into consideration the site and building orientation and the planned built character of the precinct.”* It is good to see that access to sunlight will be ensured in this development because to foster health and well-being access to natural sunlight is fundamental. However, with the amount of buildings planned, it is hard to see how this will be achieved because it seems the newly planned buildings will shade the other proposed lower buildings along the east, south and west boundaries, clearly the 16-storeys will create more shade.

55.10

Shading of the coastal environment needs to be avoided.

Wind: (1553.6.6) We note that the proposed height of the new buildings will have an impact on the coastal environment, and request an expert in environmental and birdlife issues be consulted, to understand the possible consequences for the coastal area and wildlife. We also need to be reassured that this precinct will not suffer from wind tunnels, as areas of high rise buildings can become unpleasantly cold, shady and draughty. This aspect is particularly important given that this will be a highly populated intergenerational residential area. Takapuna Residents Association would like to receive the Wind Report regarding this requirement.

55.11

Transportation and Carparking:

While we recognise the aim of Auckland Council to encourage a move away from use of private vehicles towards use of public transport, that can be appropriate for work-related travel but is not necessary feasible for private recreational requirements. From a practical perspective, it is not realistic to encourage housing intensification AND reduce carparking spaces. We do not believe it is sensible, realistic or good long term planning to not cater adequately for parking of vehicles. We believe the Council should ensure that developers are required to provide adequate parking onsite, otherwise it is ‘short term planning’ with long term consequences. We understand that the Takapuna 2 Precinct will allow for 553 homes. There is no on-street parking available in the immediate proximity of the Precinct, so inadequate provision of carparking would be short-sighted and impact negatively on the community. When you have 1,500 people, that is a lot of movement.

55.3

1553.6.11 Maximum on-site parking – *“Purpose: To ensure the safety, efficiency and effectiveness of the internal and local road network and to discourage single occupancy car-based trips to and from the precinct. (1) The maximum number of long term or short term parking spaces (inclusive of any stacked facility) within the precinct must not exceed 321.”*

We note the onsite parking is based on *“a car park ratio of 0.55 of all residential activities and 548 dwellings”*. The table indicates 301 car parking spaces for Residential dwellings and 20 for Commercial and healthcare facilities. On this site, apparently, it is intended that there will be 252 owners/families who do not have a carpark. Only 20 carparks are planned for the Commercial and Healthcare facilities, which we do not think is sufficient to cater for both

workers (estimated to number 17) and their clients. No provision appears to have been made for visitors in general. How realistic is that from a long term functional perspective, especially given that the site is on a main road with no street parking?

The onus needs to be placed on developers to provide adequate parking facilities. There MUST be adequate provision for on-site carparking for the population housed, to cater for the onsite facilities, and for visitors.

It is noted that the precinct “*seeks to . . . encourage the use of non-car based trips*” (Appendix C -1553.1 (paragraph 7). 1553.3 (10) “*Require the applicant/developer to consider alternative methods to support movement to and from the precinct and encourage behaviour change away from private vehicles to other transport modes . . .*”. 1553.3 (2) (a) “*promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwellings and non-residential floorspace anticipated for the precinct.*” For a development of this size, here is an opportunity to implement the initiative of ‘Car Sharing’ functionality, where members pay an annual fee and hourly rate. ‘Requiring to consider’ is inadequate - Auckland Council needs to ensure the developer ‘walks the talk’.

55.12

There seems to be a heavy reliance on the expectation of people using public transport to justify the lack of onsite parking for vehicles, which is fine, if that infrastructure exists and the appropriate public transport is available which can get a person to the range of destinations required in a timely manner.

There seem to be a few ‘optimistic’ points within the Traffic Impact Assessment. Pedestrians will be busy ‘pushing the buzzer’ to cross Esmonde Road and Fred Thomas Drive when going to and from the Akoranga Bus Station and/or having got off the bus in Burns Avenue, which is bound to have a noticeable impact on traffic flow to Takapuna and Devonport, particularly in peak hour.

With the rapid growth of courier and grocery deliveries, given that there is minimal car parking for residents, those vehicles are also likely to be coming and going frequently and need somewhere to park while they load and unload. You either cater for delivery vehicles or for people to get into their car to drive to do their grocery shopping (it is a long way to carry groceries from Countdown on Barrys Point Road). Parking for service vehicles is also important

55.2

Onsite Facilities:

(1553.2 (1) (e)). “*enables a limited range and scale of ancillary non-residential activities to support residents of the precinct*”. There needs to be adequate provision for the population on site, because with Housing Intensification Takapuna’s amenities are already under pressure.

We note that international developments of this size also incorporate an outdoor soft-surfaced playground area for children, so this should be provided (separate and additional to the Early Learning Centre).

55.2

We note the Early Learning Centre is for residents only, so there is no mutual support to the community. It is 216m². Well-designed child care centres typically have approximately 100 square feet per child of space in the overall centre, which also should include an outdoor area. Will the space for this centre meet the needs of the community it is required to serve?

There is a Communal Bookable Room (471m²). Where are the appropriate sized communal gathering spaces for this community – both indoor and outdoor? A development of this size should be expected to provide adequate onsite facilities.

This site is intending to provide 553 new dwellings, which will result in an estimated increase of approximately 1,500 people. For any housing intensification there should be an associated increase in the provision of facilities and public spaces by the Council to cater for the associated increase in population. Takapuna has very limited green, grassy, level, open spaces.

Infrastructure:

For such a large scale development, where is the detail of the infrastructure contribution to water, waste water and other services by the developer to ensure the local infrastructure continues to function well?

55.13

Have reports been provided by Vector and Chorus for their networks, confirming that they can handle this addition load?

The Plan change questions for and comments from Mana Whenua:

“Point 6 – Water reuse was discussed. How can the development maximise the utilisation of the resource? Mana whenua strongly encourages sustainable and resilient development”.

How has this been progressed?

Proposed Boardwalk:

We do not think a boardwalk is appropriate for the headland of a coastline adjacent to a Special Environmental Area. It is not a necessary feature. It will be very intrusive into the coastal environment and create a separation between the land and foreshore, so it would limit the freedom of movement for birds needing safe and secure access to both those habitats. It could compromise conservation opportunities. It would also provide the opportunity for people to encroach further into a Special Ecological Area that is best ‘left alone’. Auckland Council has a responsibility to protect our natural environment from unnecessary intrusion, which is what the boardwalk would be. Protection of wildlife is critical.

55.4

An expert in environmental and birdlife issues should be consulted, in order to understand the possible consequences to the coastal area and wildlife. Particular conditions should be imposed.

Link with Potential Cycleway to Francis Street:

1553.2 (2) *“The Takapuna 2 Precinct functions in a way that: (a) links pedestrian and cycling facilities within and around the precinct, to enhance recreation and connectivity with the wider environment including the potential Francis Street boardwalk connection”.* Plans for cycling ‘around the precinct’ need to be the responsibility of the developer on private land (i.e. not the Coastal Reserve. Any cycleway on the Coastal Reserve would need to go through the approval process with the Council.). We note that the site map only has the ‘potential’ Ped/cycle connection between Francis Street and Esmonde Road.

55.4

An expert in environmental and birdlife issues should be consulted, to understand the possible consequences for the coastal area and wildlife. Certainly particular conditions should be imposed.

Open Space – Conservation Zone

1553.3 (6) *“Ensure that the ecological and landscape values of the future esplanade reserve (Open Space – Conservation Zone) are recognised and protected from the effects of inappropriate use and development.”* Trees of the Coastal Reserve must not be pruned by ‘the Precinct’ ‘to maintain or improve views’.

1553.6.7. Front, side and rear fences and walls – It was reassuring to see reference to fencing adjacent to the ‘esplanade reserve’. What provision is being made to provide a clear indication of ‘boundary’ between what is private land and what is ‘Coastal Reserve’ public land? The Precinct needs to take responsibility for fencing and/or signage so that Health & Safety issues are managed within and by the precinct, so the coastal reserve is not impacted by these requirements.

55.14

It is noted that by separating off the Coastal Reserve:

- the developer has the benefit of the ‘permeable surface trade-off’ and is able to build a high density residential complex with majority hard-surfaced impermeable surfaces within the Precinct and is not required to meet any ‘green’ requirements, with the additional benefit of divesting themselves of the costs and responsibilities of maintaining the Coastal Reserve in the future.
- The Council loses the opportunity to enforce good quality integration of well landscaped and healthy environment for residents of the complex, and will be responsible for all the costs and compliance and Health & Safety aspects relating to Coastal Reserve in the future.

To Conclude:

We believe that development should incorporate sustainable building practices, should complement the environment in which it is situated, and provide a healthy environment for residents. The new plans differ substantially from those previously approved, and the excessive heights of the new tower blocks creates too much of an imposition on the landscape, so that it is intrusive on the natural form of the coastal environment. We are concerned at the lack of general landscaping within the complex itself, which would help offset and soften some of the hard surface areas, as well as providing appropriate gathering spaces for children and adults. While we recognise the need to encourage reduction in the use of private vehicles, the lack of inadequate onsite parking has the potential to impact unfavourably on both the residents and the local community; adequate carparking must be provided at the time of construction. The threat to the Special Ecological Area is noted with concern, and the proposed boardwalk around the headland may not be appropriate. The plan relies on the proposed cycleway to Francis Street to ‘sway’ opinion but is obviously not ‘a given’.

The time to implement these requirements is now, we don’t want to look back with regret at a missed opportunity.

We oppose the new proposed Private Plan Change 85 for 48 Esmonde Road, Takapuna. This is a very important building at the gateway and entrance to our beautiful coastal city. We make this submission on behalf of residents of Takapuna who share our views, and request Auckland Council give serious consideration to the concerns raised. With courtesy we thank you for accepting this submission, and look forward to receiving outcomes that speak to the residents’ concerns raised within this submission, and look forward to receiving open, honest and full disclosure relating to the planning panels’ decisions.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Chnage 85 - Hamish Golding
Date: Thursday, 29 September 2022 12:30:42 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Hamish Golding

Organisation name:

Agent's full name:

Email address: hamishgolding@hotmail.com

Contact phone number:

Postal address:
 4a Francis Street
 Hauraki
 Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Chnage 85

Plan change name: PC 85 (Private): 48 Esmonde Road, Takapuna

My submission relates to

Rule or rules:

Property address: 48 Esmonde Road

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:

The changes in the plan is unsuitable for this piece of land, developments of this scale should be in a place that is actually close to amenities (like in the current Takapuna CBD).

56.1

The proposed zoning change is flawed in its assessment of the impact to the surrounding properties. Because this development is not close to amenities (only being serviced by a bus to either Takapuna or the CBD) means that every resident will need access to parking (probably at a ratio of 1.5 carparks per residence). The proposed parking on site is inadequate. Without adequate parking on site will leave residents with no choice other than to use the surrounding area (ie across the proposed walkway to Francis Street). – the impact to the existing neighborhood will be material and adverse.

56.2

The traffic impact assessment is similarly flawed – the current infrastructure is at or beyond capacity. Adding hundreds of trips per day delays the travel times of people in the existing neighborhood) – the impact to the existing neighborhood will be material and adverse.

Increasing the building height to 16 stories is not in keeping with the surrounding area. The existing Takapuna CBD is a more suitable area to have a building of this height due to the proximity to existing services and other buildings of a similar height. Creating a new 10+ story building is out of sync with the current developments in the vicinity. The proposed development site is more than 1 kilometer from the existing Takapuna CBD, Takapuna Beach and nearest supermarket and is not suited to high density development.

56.3

Maintaining the existing 6 story building height limit is the most appropriate limit for this area.

I or we seek the following decision by council: Decline the plan change

Submission date: 29 September 2022

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.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.