

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 92

(Private) Wellsford North

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 midnight on 30 November 2023
- 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 92 - (Private) Wellsford North				
Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
1	1.1	Centennial Park Trust	hamish@mhg.co.nz	Accept the plan change.
2	2.1	Stephen David John Porteous	steveporteous23@gmail.com	Decline the plan change.
3	3.1	MacGillivray William James Fraser	robyn1@xtra.co.nz	Decline the plan change.
3	3.2	MacGillivray William James Fraser	robyn1@xtra.co.nz	Object to use of Monowai Street to access proposed development.
4	4.1	Pamela Rose Tod	tods@xtra.co.nz	Approve the plan change with the amendments requested.
4	4.2	Pamela Rose Tod	tods@xtra.co.nz	Object to use of Monowai Street to access proposed development.
4	4.3	Pamela Rose Tod	tods@xtra.co.nz	Use Armitage Road or a road off Boshier Road to access proposed development.
5	5.1	Mike Wilton	atlantis.properties@outlook.com	Decline the plan change.
6	6.1	Michael Josephy Evans	12 Armitage Road, Wellsford	Decline the plan change.
7	7.1	Lionel Foster	lionel@altisurv.co.nz	Approve the plan change with the amendments requested.
7	7.2	Lionel Foster	lionel@altisurv.co.nz	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
7	7.3	Lionel Foster	lionel@altisurv.co.nz	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
7	7.4	Lionel Foster	lionel@altisurv.co.nz	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
7	7.5	Lionel Foster	lionel@altisurv.co.nz	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
8	8.1	Wharehine Group Limited	kay@formeplanning.co.nz	Approve the plan change with the amendments requested
8	8.2	Wharehine Group Limited	kay@formeplanning.co.nz	Progress a Wellsford-wide structure plan to clearly articulate how the town as a whole envisages growth over the short, medium, and long-term planning periods. This approach would encompass the Plan Change area's Future Urban zoned ("FUZ") land, as well as the FUZ parcels to the west of the live-zoned settlement and the southern FUZ, including Wharehine's land.
8	8.3	Wharehine Group Limited	kay@formeplanning.co.nz	Support the infrastructure trigger approach.
8	8.4	Wharehine Group Limited	kay@formeplanning.co.nz	Include identified infrastructure upgrades in the Future Development Strategy into the Plan Change provisions.
9	9.1	Maria G Wallace	melissa.wallace996@gami.com	Accept the plan change
10	10.1	Paul Nicholas Warren Jones	pwj77@protonmail.com	Accept the plan change
10	10.2	Paul Nicholas Warren Jones	pwj77@protonmail.com	Approve the plan change with amendments
11	11.1	Phil Newland	phatcoon@hotmail.com	Accept the plan change
12	12.1	Joshua Don	joshuagdon@gmail.com	Approve the plan change with the amendments requested.
12	12.2	Joshua Don	joshuagdon@gmail.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
12	12.3	Joshua Don	joshuagdon@gmail.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
12	12.4	Joshua Don	joshuagdon@gmail.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.

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12	12.5	Joshua Don	joshuagdon@gmail.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
13	13.1	Benjamin James Wallace	ben.w@kaiwakacloting.co.nz	Approve the plan change with the amendments requested.
13	13.2	Benjamin James Wallace	ben.w@kaiwakacloting.co.nz	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
13	13.3	Benjamin James Wallace	ben.w@kaiwakacloting.co.nz	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
13	13.4	Benjamin James Wallace	ben.w@kaiwakacloting.co.nz	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
13	13.5	Benjamin James Wallace	ben.w@kaiwakacloting.co.nz	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
14	14.1	Ricardo Person	ricardo.person00@gmail.com	Approve the plan change with the amendments requested.
14	14.2	Ricardo Person	ricardo.person00@gmail.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
14	14.3	Ricardo Person	ricardo.person00@gmail.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
14	14.4	Ricardo Person	ricardo.person00@gmail.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
14	14.5	Ricardo Person	ricardo.person00@gmail.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
15	15.1	Jared Person	jaredperson@outlook.com	Approve the plan change with the amendments requested.
15	15.2	Jared Person	jaredperson@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
15	15.3	Jared Person	jaredperson@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
15	15.4	Jared Person	jaredperson@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
15	15.5	Jared Person	jaredperson@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
15	15.6	Jared Person	jaredperson@outlook.com	Rezone land within a 6km radius around Wellsford for residential housing and development.
16	16.1	Gareth Stewart	gareth@welwood.co.nz	Approve the plan change with the amendments requested.
16	16.2	Gareth Stewart	gareth@welwood.co.nz	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
16	16.3	Gareth Stewart	gareth@welwood.co.nz	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
16	16.4	Gareth Stewart	gareth@welwood.co.nz	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
16	16.5	Gareth Stewart	gareth@welwood.co.nz	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
17	17.1	Rine Bosman	rinebosman@hotmail.com	Approve the plan change with the amendments requested.
17	17.2	Rine Bosman	rinebosman@hotmail.com	Require that Monowai Street have significant improvements/upgrades prior to any construction traffic using this street, or that access occur from SH1.

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18	18.1	Michael Bosman-Wright	m_wright68@windowslive.com	Approve the plan change with the amendments requested.
18	18.2	Michael Bosman-Wright	m_wright68@windowslive.com	Amend to require the entry to the proposed development to be north of Batten Street (rather than via Monowai Street).
19	19.1	Rams Investments 2008 Limited	cath@eclipseplanning.co.nz	Approve the plan change with the amendments requested.
19	19.2	Rams Investments 2008 Limited	cath@eclipseplanning.co.nz	Retain the amended Single House and Large Lot zone minimum vacant lot subdivision (300m ² and 3,000m ² respectively) and make any alterations to H3.6 Standards;
19	19.3	Rams Investments 2008 Limited	cath@eclipseplanning.co.nz	Support the proposed Single House zone minimum lot area.
19	19.4	Rams Investments 2008 Limited	cath@eclipseplanning.co.nz	Increase standards H3.6.7 (height in relation to boundary) and H3.6.10 (building coverage) to ensure that a two storied dwelling is able to be comfortably accommodated on a site.
19	19.5	Rams Investments 2008 Limited	cath@eclipseplanning.co.nz	Retain stormwater management and mitigation as proposed.
19	19.6	Rams Investments 2008 Limited	cath@eclipseplanning.co.nz	Support implementation of transport improvements.
20	20.1	Vicki Julia Carr	vixj.carr@gmail.com	Approve the plan change with the amendments requested.
20	20.2	Vicki Julia Carr	vixj.carr@gmail.com	Amend the zoning of the proposed Neighbourhood Centre (reduce or remove).
21	21.1	Edwin Gilbert Person	edwinperson@outlook.com	Approve the plan change with the amendments requested.
21	21.2	Edwin Gilbert Person	edwinperson@outlook.com	Include the following properties in the plan change as residential large lot zone: 10, 20, 28, 40, 56, 56A, 60, 62, 68 Boshier Road, Wellsford (see map attached to submission).
22	22.1	Dale Stewart	dalestewart77@outlook.com	Approve the plan change with the amendments requested.
22	22.2	Dale Stewart	dalestewart77@outlook.com	Seek that the proposed development has a number of large sections available (approx 30+ being between half acre and 1 acre out of 600+ sections).
22	22.3	Dale Stewart	dalestewart77@outlook.com	Provide an access and services to the rear part of 70 Armitage Rd.
23	23.1	Kingsley Don	kingsley.don@outlook.com	Approve the plan change with the amendments requested.
23	23.2	Kingsley Don	kingsley.don@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
23	23.3	Kingsley Don	kingsley.don@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
23	23.4	Kingsley Don	kingsley.don@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
23	23.5	Kingsley Don	kingsley.don@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
24	24.1	Owen Stewart	ofs85@outlook.com	Approve the plan change with the amendments requested.
24	24.2	Owen Stewart	ofs85@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
24	24.3	Owen Stewart	ofs85@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
24	24.4	Owen Stewart	ofs85@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.

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24	24.5	Owen Stewart	ofs85@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
25	25.1	Lance Don	lance.don@outlook.com	Approve the plan change with the amendments requested.
25	25.2	Lance Don	lance.don@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
25	25.3	Lance Don	lance.don@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
25	25.4	Lance Don	lance.don@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
25	25.5	Lance Don	lance.don@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
26	26.1	Kevin Person	kevin.person81@outlook.com	Approve the plan change with the amendments requested.
26	26.2	Kevin Person	kevin.person81@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
26	26.3	Kevin Person	kevin.person81@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
26	26.4	Kevin Person	kevin.person81@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
26	26.5	Kevin Person	kevin.person81@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
27	27.1	Shy Walton	shyla.walton23@nz.oneschoolglobal.com	Approve the plan change with the amendments requested.
27	27.2	Shy Walton	shyla.walton23@nz.oneschoolglobal.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
27	27.3	Shy Walton	shyla.walton23@nz.oneschoolglobal.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
27	27.4	Shy Walton	shyla.walton23@nz.oneschoolglobal.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
27	27.5	Shy Walton	shyla.walton23@nz.oneschoolglobal.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
28	28.1	Karl Walton	karl@northernhylines.co.nz	Approve the plan change with the amendments requested.
28	28.2	Karl Walton	karl@northernhylines.co.nz	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
28	28.3	Karl Walton	karl@northernhylines.co.nz	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
28	28.4	Karl Walton	karl@northernhylines.co.nz	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
28	28.5	Karl Walton	karl@northernhylines.co.nz	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
29	29.1	Bug Walton	karl@totalsite.co.nz	Approve the plan change with the amendments requested.
29	29.2	Bug Walton	karl@totalsite.co.nz	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
29	29.3	Bug Walton	karl@totalsite.co.nz	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .

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29	29.4	Bug Walton	karl@totalsite.co.nz	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
29	29.5	Bug Walton	karl@totalsite.co.nz	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
30	30.1	Amber Walton	amber.walton24@nz.oneschoolglobal.com	Approve the plan change with the amendments requested.
30	30.2	Amber Walton	amber.walton24@nz.oneschoolglobal.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
30	30.3	Amber Walton	amber.walton24@nz.oneschoolglobal.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
30	30.4	Amber Walton	amber.walton24@nz.oneschoolglobal.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
30	30.5	Amber Walton	amber.walton24@nz.oneschoolglobal.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
31	31.1	Luka Walton	luka.walton29@nz.oneschoolglobal.com	Approve the plan change with the amendments requested.
31	31.2	Luka Walton	luka.walton29@nz.oneschoolglobal.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
31	31.3	Luka Walton	luka.walton29@nz.oneschoolglobal.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
31	31.4	Luka Walton	luka.walton29@nz.oneschoolglobal.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
31	31.5	Luka Walton	luka.walton29@nz.oneschoolglobal.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
32	32.1	David Person	dwperson62@outlook.com	Approve the plan change with the amendments requested.
32	32.2	David Person	dwperson62@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
32	32.3	David Person	dwperson62@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
32	32.4	David Person	dwperson62@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
32	32.5	David Person	dwperson62@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
33	33.1	Sheryl Walton	kswalton24@gmail.com	Approve the plan change with the amendments requested.
34	34.1	Brad Don	bradley.don@outlook.com	Approve the plan change without any amendments
35	35.1	Wellsford Welding Club	CosetteP@barker.co.nz	Approve the plan change with the amendments requested.
35	35.2	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct by changing the activity numbers/numbering in Table IX.4.1 Activity table: (A32A), (A42B), (A53), (A64), (A74), (A85), (A96)
35	35.3	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct text in IX.6. Standards (3): ... (a) E38.8.2.3. Vacant sites subdivisions involving parent sites of less than 1 hectare; and (b) E38.8.4.1. Vacant sites subdivision involving parent sites of 1 hectare or greater; All activities listed in Activity Table IX.4.1 and Activity Table IX.4.2 must also comply with...

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35	35.4	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct text in IX.6.1. Staging of Development with Transport Upgrades: Purpose: • Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy X. ... (3) For the purpose of this standard: ... (c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).
35	35.5	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.24A Road Design
35	35.6	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.32- Water Supply and Wastewater
35	35.7	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.43. Riparian Margin
35	35.8	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.54. Stormwater Quality
35	35.9	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.65 Minimum Net Site Area within Large Lot Zone (1) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.6.1 Minimum net site area for subdivisions within the Large Lot Zone. Table IX.6.65.1 Minimum Net Site Area within Large Lot Zone
35	35.10	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.76 Minimum Net Site Area within Single House Zone (1) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.7.1 Minimum net site area for subdivisions within the Single House Zone. Table IX.6.76.1 Minimum Net Site Area within Single House Zone
35	35.11	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.87 Activities sensitive to noise within 60m of the rail corridor
35	35.12	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.6.98 Building setback along the North Auckland Line

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35	35.13	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (3) Infringement to standard IX.6.21A Road Design
35	35.14	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (4) Infringements to Standard IX6. 43-Riparian Margins:
35	35.15	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (5) Infringements to Standard IX6.54-Stormwater Quality:
35	35.16	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (6) Infringements to Standard IX6.65 Subdivision of sites within the Large Lot Zone:
35	35.17	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering and wording: (7) Infringements to Standard IX6.76 Subdivision of sites within the Mixed Housing-Suburban Single House Zone
35	35.18	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (8) Infringement of standard IX.6.87 – Development within 60m of the rail corridor
35	35.19	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (9) Infringement of standard IX.6.98 Building setback along the North Auckland Line
35	35.20	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.8.2. Assessment criteria (3) Infringement to standard IX.6.24A Road Design
35	35.21	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (4) Infringement to standard IX.6.43 Riparian Planting:
35	35.22	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (6) Infringements to IX6.65 Subdivision of sites within the Large Lot Zone:
35	35.23	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering and wording: (7) Infringements to IX6.76 Subdivision of sites within the Mixed Housing-Suburban Single House Zone:
35	35.24	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (8) Infringement of standard IX.6.87 Activities sensitive to noise within 60m of the rail corridor
35	35.25	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: (9) Infringement of standard IX.6.98 Safe operation of the North Auckland Line

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35	35.26	Wellsford Welding Club	CosetteP@barker.co.nz	Amend the Wellsford North Precinct numbering: IX.9 Special information requirements ...(2) Activities sensitive to noise proposed within 60m of the rail corridor which infringe Standard IX.6.87 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.945:
36	36.1	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Seek amendments to the plan change (neutral)
36	36.2	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Provide clarification as to why Lot 1 DP 69586 and Pt Allot 117A Psh Of Oruawharo SO 7143 are not included in the structure planor proposed precinct provisions.
36	36.3	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Retain the proposed Business - Neighbourhood Centre Zone.
36	36.4	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Amend the Section 32 Assessment to include an assessment against the ERP.
36	36.5	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Undertake an assessment of the PPC against the Future Development Strategy for Auckland.
36	36.6	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Amend Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct, to require the walking and cycling connection identified in Precinct Plan 1 along Rodney Street (State Highway 1) through to Tobruk Road, to be constructed prior to any subdivision and/or development.
36	36.7	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Amend Column 2 in Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct to the following: " <u>Construct Upgrade to</u> the main collector road and State Highway 1 intersection: • <u>Urban roundabout Right hand turn</u> intersection with the main collector road and State Highway 1".
36	36.8	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Clarify whether the Boshers Road properties (and subsequently, internal access roads that connect to the wider PPC area/development) will have direct access to Boshers Road and if so, amend the ITA accordingly to demonstrate how the SH1/Boshers Road access has been assessed and whether any upgrades to it are required.
36	36.9	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Update the ITA and any other references to Warkworth to Wellsford motorway (WW2W) to acknowledge that this project is unlikely to be completed before the development enabled by the plan change is implemented. Provide additional modelling to the ITA demonstrating the future network operation as it is without any consideration of the WW2W project.

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36	36.10	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Appendix A - Demonstrate how design features (walking and cycling facility and raised centre island on the main collector road) will be achieved if a roundabout (or equivalent) is determined to be the preferred safe system intersection treatment.
36	36.11	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Activities sensitive to noise and vibration adjacent to the state highway: Amend the proposed precinct to include provisions which require protection of sensitive receivers from vibration effects, this may include a building setback and/or an increase in the width of the proposed landscape buffer strip.
36	36.12	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Amend the proposed precinct provisions to include a new rule IX.6.XX "Activities sensitive to noise within 50m of the state highway road corridor" (refer to proposed detailed rule in submission) and make consequential amendments to objectives, policies and other relevant provisions.
36	36.13	The New Zealand Transport Agency (Waka Kotahi)	Ashleigh.Peti@nzta.govt.nz	Update the Stormwater Management Plan to cover the flood effects on the state highway corridor (refer to submission for further details on information required).
37	37.1	Auckland Transport	katherine.dorofaeff@at.govt.nz	Seek amendments to the plan change (neutral)
37	37.2	Auckland Transport	katherine.dorofaeff@at.govt.nz	Take into account the public transport deficiencies and assess the proposal against the NPS-UD and RPS objectives and policies relevant to public transport and transport choice.
37	37.3	Auckland Transport	katherine.dorofaeff@at.govt.nz	Decline the plan change unless the matters set out in this submission, as outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.
37	37.4	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend the plan change by including precinct provisions (objectives, policies and rules) to require that future residential developments and alterations to existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the Rodney Street / State Highway 1 arterial.
37	37.5	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend the plan change to retain the existing Rural - Rural Production zoning of land proposed to be rezoned Residential - Large Lot. Amend the plan change to reduce the extent of the rezoning of land from Rural - Countryside Living to Residential - Large Lot. Limit the rezoning to the extent needed to provide for the road connection through to Monowai Street. Make consequential amendments to the precinct provisions as required.
37	37.6	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain Objective 4
37	37.7	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain Objective 5
37	37.8	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend Objective 9 as follows: 'Activities sensitive to noise adjacent to the rail corridor <u>or arterial roads</u> are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor.'

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Summary of Decisions Requested				
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37	37.9	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain Policies 1 to 4
37	37.10	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain Policy 8
37	37.11	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend Policy 11 as follows: 'Ensure that activities sensitive to noise adjacent to the railway corridor or <u>arterial roads</u> are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.'
37	37.12	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain (A1), and (A4) (the A4 applying to 'subdivision including private roads') in Table IX.4.1 Activity table
37	37.13	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain the non-complying activity status applying in Table IX.4.1 Activity table (A2 and A4) to subdivision and / or development that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades
37	37.14	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain (A2B) and (A5) in Table IX.4.1 Activity table
37	37.15	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain Standard IX.5 Notification (1)
37	37.16	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend the heading of Standard IX.6.1 to read 'Staging of <u>subdivision and development with transport upgrades</u> '. Make consequential amendments to cross-references elsewhere in precinct provisions. Amend the second bullet point in the purpose statement for Standard IX.6.1 Staging of Development with Transport Upgrades, to refer to the relevant policies within the Wellsford North Precinct.
37	37.17	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct, to require intersection of the collector road and Rodney Street / State Highway 1 to be constructed in its ultimate form (rather than as an interim right hand turn intersection) prior to any subdivision or development. Consequential deletion of provisions in the activity table (Table IX.4.1 Activity table (A2A)) and matters of discretion (IX.8.1 Matters of discretion (2)) and assessment criteria (IX.8.2 Assessment criteria (2)) will be required.
37	37.18	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct, to require the walking and cycling connection identified in Precinct Plan 1 along Rodney Street (State Highway 1) to be constructed prior to any subdivision and / or development.
37	37.19	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain Standard IX.6.1A Road Design
37	37.20	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain IX.8.1 Matters of discretion (1)
37	37.21	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend IX.8.1 Matters of discretion (3)(a) as follows: 'The design of the road and associated road reserve achieves policies IX.3(1), (2), and (3) and (4). '
37	37.22	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend IX.8.2 Assessment criteria (1)(a)(iii) as follows: 'The constructability of roads and the ability for them to be delivered by a single landowner and connected beyond any property boundary within the precinct <u>and / or to adjacent land zoned Future Urban</u> '.

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37	37.23	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend IX.8.2 Assessment criteria (1)(e) as follows: 'Whether <u>the portion of Rodney Street (State Highway 1) adjoining the precinct is designed and upgraded to an urban standard and enables whether the walking and cycling connection identified in Precinct Plan 1 along Rodney Street is constructed</u> to connect with the existing Wellsford urban environment.'
37	37.24	Auckland Transport	katherine.dorofaeff@at.govt.nz	Subject to the amendments sought elsewhere in this submission, retain IX.8.2 Assessment criteria (1)(a)-(d), (i).
37	37.25	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend IX.8.2 Assessment criteria (3)(b) as follows: 'Whether the design of the road and associated road reserve achieves policies IX.3(1), (2), and (3) <u>and (4).</u> '
37	37.26	Auckland Transport	katherine.dorofaeff@at.govt.nz	Retain IX.9 Special information requirements (3).
37	37.27	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend Precinct Plan 1 to rename the 'indicative cycling connection' adjacent to the rail line as 'building setback for future strategic walking and cycling connection'.
37	37.28	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend Precinct Plan 1 to include some additional indicative local road connections at the boundary of the site and the adjacent Future Urban land to the north (at 374 Rodney Street). Amend precinct provisions to require local roads to be constructed within the precinct to connect at these points.
37	37.29	Auckland Transport	katherine.dorofaeff@at.govt.nz	Amend Appendix 1: Road Function and Design Elements Table, to include a requirement to urbanise Rodney Street / State Highway 1 alongside the site frontage, including the provision of pedestrian and cycle facilities.
37	37.30	Auckland Transport	katherine.dorofaeff@at.govt.nz	Delete Appendix 2: Indicative Rodney Street Roundabout Design, subject to amending the precinct provisions to require a full intersection to be constructed for Rodney Street (State Highway 1) / new collector road to be provided prior to subdivision and development. In the alternative, if the first request is not granted, then amend the precinct provisions to protect land for a future intersection
38	38.1	Ellper Holdings Limited	diana@thepec.co.nz	Decline the plan change.
38	38.2	Ellper Holdings Limited	diana@thepec.co.nz	Clarify the dwelling yeild that may result from the Plan Change.
38	38.3	Ellper Holdings Limited	diana@thepec.co.nz	Update the Plan Change to include assessments against the Future Development Strategy, Plan Change 78, and the Future Urban Land Supply Strategy.
38	38.4	Ellper Holdings Limited	diana@thepec.co.nz	Clarify whether the subdivision variation control is proposed to apply to the Rural - Countryside Living zone
38	38.5	Ellper Holdings Limited	diana@thepec.co.nz	Amend provisions to ensure a reserve network will be secured.
38	38.6	Ellper Holdings Limited	diana@thepec.co.nz	Add additional reverse sensitivity measures in relation to the rail corridor.
38	38.7	Ellper Holdings Limited	diana@thepec.co.nz	Amend Objective 5 to clarify what is operational transport infrastructure.
38	38.8	Ellper Holdings Limited	diana@thepec.co.nz	Amend Objective 6 to refer to subdivision and development.
38	38.9	Ellper Holdings Limited	diana@thepec.co.nz	Amend Table IX.4.1 Activity table - (A1), (A2), (A2A), (A4), (A4), (A5) (refer to submission for details)
38	38.10	Ellper Holdings Limited	diana@thepec.co.nz	Amend IX.6.1, Table IX.6.1.1, and IX6.1A (refer to submission for details).

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38	38.11	Ellper Holdings Limited	diana@thepec.co.nz	Amend the Assessment Criteria for Restricted Discretionary Activities to be more directive and provide greater certainty as to the development outcomes and the timing and coordinated delivery of infrastructure (including but not limited to 1(c), 1(d), 1(e), 2(a), 2(d), 3(d)). (Refer to submission for details).
38	38.12	Ellper Holdings Limited	diana@thepec.co.nz	Add grove of Totara trees for retention to structure plan and precinct plan.
38	38.13	Ellper Holdings Limited	diana@thepec.co.nz	Add provisions and triggers in relation to landscape matters (refer to submission for details).
39	39.1	Ministry of Education	vicky.hu@beca.com; moe.submissions@beca.com	Seek amendments to the plan change (neutral)
39	39.2	Ministry of Education	vicky.hu@beca.com; moe.submissions@beca.com	Ensure the Precinct provisions specifically acknowledge and provide for educational facilities.
39	39.3	Ministry of Education	vicky.hu@beca.com; moe.submissions@beca.com	Further detail on how safe walking and cycling infrastructure will be provided.
39	39.4	Ministry of Education	vicky.hu@beca.com; moe.submissions@beca.com	Add new Objective as follows: Objectives: <u>(10) Development is supported by educational facilities.</u>
39	39.5	Ministry of Education	vicky.hu@beca.com; moe.submissions@beca.com	Add new Policy as follows: Policies: <u>(12) Recognise that the precinct is part of a newly developing residential area, and that there may be a potential need for educational facilities to establish within the Precinct.</u>
40	40.1	KiwiRail Holdings Limited	Pam.butler@kiwirail.co.nz	Decline the plan change.
40	40.2	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Amend IX.1 Precinct Description to add: <u>The North Auckland Line runs the entire length of the Precinct's eastern boundary and new development will be protected from reverse sensitivity effects by ensuring new buildings and activities will be designed and located to manage any adverse effects.</u> <u>Areas within the Precinct that are within 60m of the North Auckland Line may experience vibration levels higher than would normally be experienced and this alert area is shown on the Precinct Plan(s).</u>
40	40.3	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Retain Objective 9 as proposed.
40	40.4	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Add a new Objective: <u>(xx) Adjacent building development is managed to minimise effects on the operation of the regionally significant North Auckland Railway Line.</u>
40	40.5	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Retain Policy 11 as proposed.

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40	40.6	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Add a new Policy: Ensure that adverse effects on the operation of the regionally significant North Auckland Line and on the health and safety of adjacent occupants is managed using performance standards.
40	40.7	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Amend standard IX.6.7 as follows: IX.6.7 Activities sensitive to noise within 60m <u>100m</u> of the rail corridor Purpose: Ensure ...railway corridor. (1) Any new building or alteration to an existing building that contains an activity sensitive to noise, within 60 100 metres of the rail corridor, must be ...spaces. Note: Railway noise is assumed to be 70 Db LAeq (1 hour) at a distance of 12 metres from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres. (a) The source level for railway noise is to be calculated at 70 LAeq(1 hour) at a distance of 12 metres from the nearest track; (b) The attenuation over distance is: i. 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; or ii. As modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for freight trains with diesel locomotives (c) Barrier attenuation may be incorporated into the prediction of noise levels by a Suitably Qualified and Experienced Acoustic Consultant, having regard to factors such as the location of the dwelling relative to the orientation of the track, topographical features, and any intervening structures. (2) If windows must be closed to achieve the <u>required</u> design noise levels in Standard Rule IX.6.14(1) , the building ... to (f). (3) A report must be submitted ... with <u>Rule IX.6.7 IX.6.14(1) and (2)</u> prior to
40	40.8	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Retain IX.6.8 Building setback along the North Auckland Line as proposed.
40	40.9	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Amend precinct text as follows: (8) Infringement of standard IX.6.7 – Development <u>Activities sensitive to noise</u> within 60m <u>100m</u> of the rail corridor (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.
40	40.10	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Retain IX.8.1 (9) (a) as proposed.
40	40.11	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	Amend precinct text as follows: (8) Infringement of standard IX.6.7 – <u>Activities sensitive to noise within 60m <u>100m</u></u> of the rail corridor...

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40	40.12	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	(9) Infringement of standard IX.6.8 Safe operation <u>Building setback</u> along of the North Auckland Line...
40	40.13	KiwiRail Holdings Limited (KiwiRail)	Pam.butler@kiwirail.co.nz	(2) Activities sensitive to noise proposed within 60m 100m of the rail corridor which infringe Standard IX.6.7 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.156.8: ...
41	41.1	Watercare Services Limited	planchanges@water.co.nz	Seek amendments to the plan change (neutral)
41	41.2	Watercare Services Limited	planchanges@water.co.nz	Amend the plan change to ensure that water and wastewater capacity and servicing requirements will be adequately met on the basis that: * Future upgrades to the Wellsford WTP and WWTP can accommodate the proposed Plan Change. * A satisfactory funding arrangement should be reached between Watercare and the Applicant to accommodate the Plan Change in future treatment plant upgrades. * Precinct provisions require adequate water supply and wastewater servicing be provided prior to subdivision and development. * Upgrade of the local water supply and wastewater network can be addressed at the resource consent stage.
42	42.1	Llewellyn Walton	karlw@totalsite.co.nz	Approve the plan change with the amendments requested.
42	42.2	Llewellyn Walton	karlw@totalsite.co.nz	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
42	42.3	Llewellyn Walton	karlw@totalsite.co.nz	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
42	42.4	Llewellyn Walton	karlw@totalsite.co.nz	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
42	42.5	Llewellyn Walton	karlw@totalsite.co.nz	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
43	43.1	Stephen Phillip Wallace	sandrwallace@outlook.com	Approve the plan change with the amendments requested.
43	43.2	Stephen Phillip Wallace	sandrwallace@outlook.com	Amend plan change so that traffic entry / exit for the development is directly off SH1, not via Batten Street.
44	44.1	Daryl Walton	daryl.walton@outlook.com	Approve the plan change with the amendments requested.
44	44.2	Daryl Walton	daryl.walton@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
44	44.3	Daryl Walton	daryl.walton@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
44	44.4	Daryl Walton	daryl.walton@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
44	44.5	Daryl Walton	daryl.walton@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.

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45	45.1	Lionel Don	lionel@archerconcepts.co.nz	Approve the plan change with the amendments requested.
45	45.2	Lionel Don	lionel@archerconcepts.co.nz	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
45	45.3	Lionel Don	lionel@archerconcepts.co.nz	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
45	45.4	Lionel Don	lionel@archerconcepts.co.nz	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
45	45.5	Lionel Don	lionel@archerconcepts.co.nz	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
45	45.6	Lionel Don	lionel@archerconcepts.co.nz	Amend so that only a small part of the development can be reduced to 300m ² sections.
46	46.1	Andree Raikes	andree.raikes@outlook.com	Approve the plan change with the amendments requested.
46	46.2	Andree Raikes	andree.raikes@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
46	46.3	Andree Raikes	andree.raikes@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
46	46.4	Andree Raikes	andree.raikes@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
47	47.1	Andree Walton	da.walton@outlook.com	Approve the plan change with the amendments requested.
47	47.2	Andree Walton	da.walton@outlook.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
47	47.3	Andree Walton	da.walton@outlook.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
47	47.4	Andree Walton	da.walton@outlook.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
47	47.5	Andree Walton	da.walton@outlook.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
48	48.1	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Approve the plan change with the amendments requested.
48	48.2	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Amend the precinct provisions be specific to the precinct and avoid duplication of existing AUP provisions.
48	48.3	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Replace the proposed Residential – Mixed Housing Suburban Zone, Residential – Single House Zone and Residential – Large Lot Zone with the Residential - Mixed Housing Urban Zone.

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48	48.4	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	<p>Amend IX.1. as follows:</p> <p>IX.1. Precinct Description</p> <p>The Wellsford North Precinct applies to ...provide for development up to two <u>three</u> storeys in a variety of sizes and forms. Lower residential densities are enabled in the northern and eastern parts of the precinct, to integrate with the existing character of Wellsford. The precinct also provides for large lot zoning in the southern portion of the precinct, where the topography lends itself to lower density residential land use.</p> <p>A small neighbourhood centre is provided ... adjacent to <u>Rodney Street</u> and the proposed collector road, to provide for the local day-to-day needs of residents in a central and highly accessible location.</p> <p>The precinct amends the minimum net site area within the Residential – Large Lot and Residential – Single House zones to provide efficient use of greenfield land while integrating with the character of the existing town...</p> <p>...</p> <p>The zoning of land within this precinct is Residential – Large Lot Zone, Residential – Single House Zone, Residential – Mixed Housing Suburban Zone and Business – Neighbourhood Centre Zone <u>Mixed Housing Urban Zone. ...</u></p>
48	48.5	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	<p>Amend IX.1. Objective (1) as follows:</p> <p>(1) Wellsford North is a comprehensively developed residential environment that integrates with the existing <u>planned</u> Wellsford urban area and the natural environment.</p>
48	48.6	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.1. Objective (2)
48	48.7	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.1. Objective (3)
48	48.8	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.1. Objective (6)
48	48.9	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.1. Objective (7)
48	48.10	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX2. Objective (9)
48	48.11	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.3. Policy (5)

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48	48.12	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Amend IX.3. Policy (6) as follows: (6) In addition to matters (a)-(c) of Policy E38.3.18, ensure that ... including by: (a) incorporating distinctive site features, including retention of the grove of Totara Trees as shown in IX.10.1 Wellsford North: Precinct Plan 1; ... Introduce a rule within the precinct to give effect to the amended policy.
48	48.13	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.3. Policy (7)
48	48.14	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Amend IX.3. Policy (9) as follows: (9) Require subdivision and development to be consistent with the treatment train approach outlined in a supporting stormwater management plan including: (a) The use of inert building materials to eliminate or minimise the generation and discharge of contaminants (b) Requiring ...
48	48.15	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.3. Policy (11)
48	48.16	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Amend IX.4. Activity table as follows: Delete A1, A2A, A3, A4, A6 (refer to submission for details).
48	48.17	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.5.

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48	48.18	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	<p>Amend Standard IX.6.1. as follows:</p> <p>Purpose: ...</p> <ul style="list-style-type: none"> • Achieve the integration of land use and transport consistent with Policy IX.3.(8) Policies 1452.3(5), (7), (8) and (10). <p>(1) Development and subdivision ...is:</p> <ul style="list-style-type: none"> a) Constructed ...application; or b) Under construction ... to: <ul style="list-style-type: none"> i. the issue ...consent application; and/or ii. the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or c) Proposed ...operational: <ul style="list-style-type: none"> i. Prior to ...consent application; and/or ii. Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application. <p>(2) Any application lodged in terms of IX.6.1(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:</p> <ul style="list-style-type: none"> i. no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or ii. no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational. <p>Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in IX.6.1 (2) and/or X.6.1 (2)ii above. These conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.</p> <p>(3) For the purpose of this standard:</p> <ul style="list-style-type: none"> a) 'dwelling' ...lots; b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel.
48	48.19	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete Standard IX.6.2.
48	48.20	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	<p>Amend Standard IX.6.3. as follows:</p> <p>(c) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.</p> <p>(2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.</p>
48	48.21	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete Standard IX.6.4.(2)

Plan Change 92 - (Private) Wellsford North				
Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
48	48.22	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete Standard IX.6.5.
48	48.23	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete Standard IX.6.6.
48	48.24	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete Standard IX.6.7.
48	48.25	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete Standard IX.6.8.
48	48.26	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(1)
48	48.27	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(2)
48	48.28	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(6)
48	48.29	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(7)
48	48.30	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(8)
48	48.31	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(9) (a), (b)
48	48.32	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.2.(1) (a) (ii) (iii), (b), (c), Design of Roads (d) (e), Open space network (f), (g), Stormwater and flooding (h), (i), Landscape buffer (j).
48	48.33	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.2.(6)
48	48.34	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.2.(7)
48	48.35	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.2. (8) (a), (i), (ii), (iii), (iv)
48	48.36	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(9) (i), (ii), (iii), (iv)
48	48.37	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete IX.9.(2) and (2)(a)
48	48.38	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Amend Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network to show the Native Totara Trees.
48	48.39	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	Delete Landscape Buffer from the Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network.
49	49.1	Shyla Walton	shylajwalton@gmail.com	Approve the plan change with the amendments requested.

Plan Change 92 - (Private) Wellsford North				
Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
49	49.2	Shyla Walton	shylajwalton@gmail.com	Support the reduction of the minimum net site areas of the Single House Zone in the Wellsford North precinct to be 300m ² .
49	49.3	Shyla Walton	shylajwalton@gmail.com	Support the reduction of the minimum net site areas of the Large Lot Residential zone in the Wellsford North precinct to be 3,000m ² .
49	49.4	Shyla Walton	shylajwalton@gmail.com	Reduce the Countryside Living zone minimum average net site area to 1 hectare.
49	49.5	Shyla Walton	shylajwalton@gmail.com	Introduce some restricted scope for larger sites (1,000m ² or over) within the Single House zone.
50	50.1	Giancarlo Penzo	giancarlo.penzo@gmail.com	Decline the plan change unless the matters set out in this submission are addressed and resolved.
50	50.2	Giancarlo Penzo	giancarlo.penzo@gmail.com	Require that all (construction) vehicles to access the proposed site is via Rodney Street (SH1).
50	50.3	Giancarlo Penzo	giancarlo.penzo@gmail.com	Require speed reduction measures to be implemented.
50	50.4	Giancarlo Penzo	giancarlo.penzo@gmail.com	Require that Monowai Street remains as a cul-de-sac.
50	50.5	Giancarlo Penzo	giancarlo.penzo@gmail.com	Add more green spaces.
50	50.6	Giancarlo Penzo	giancarlo.penzo@gmail.com	Require that streets are widened to ensure contractors/emergency services can access all properties.
50	50.7	Giancarlo Penzo	giancarlo.penzo@gmail.com	Amend the proposed zoning so that only the Residential Single House zone (min. 600m ²) and Residential Large Lot zone (min 3,000m ²) are applied.

Submissions

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) Centennial Park Trust C/- Hamish Firth

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

Address for service of Submitter

Box 37964 Parnell Auckland 1151

*→ relevant address of submitter
33 Centennial Park Rd, Wellsford*

Telephone:

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:

Wellsford lacks zone and development ready land for housing.

Wellsford has an underutilised town centre which will benefit from additional population

The variety of zones will provide for housing choice for a diverse range of people.

(continue on a separate sheet if necessary)

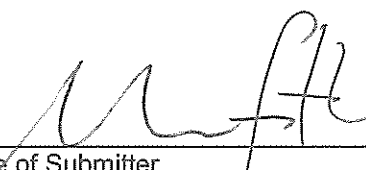
I seek the following decision by Council:

- Accept the proposed plan change / variation | 1.1
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



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

19/9/23

 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 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)

Stephen David John Porteous

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

Address for service of Submitter

31 Tuaraki Drive Wellsford 0900

Telephone: 022 140 1430

Email: steveporteous23@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 92

Plan Change/Variation Name (Private) Wellsford North

The specific provisions that my submission relates to are:

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

Plan provision(s) There is no consideration of traffic congestion

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: If the town is to near double in population, local businesses would get a needed boost but there is no provision to school the hundreds of extra children. (continued)
(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 2.1
- 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

AD Postecous
Signature of Submitter
(or person authorised to sign on behalf of submitter)

19 September 2023
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.
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 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.

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.

Traffic congestion through Wellsford's main street is already a problem, especially at holiday time. The pipe dream of building up to 800 houses, without extending the northern motorway past the town would be a dire catastrophe.

And doesn't the four-laner need to route on the eastern side of Wellsford – right through where the new residences would be built?

Motorway to the Mangawhai turnoff ("soon to be as big as Hamilton"?) – then consider 'Wellsford North'

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: MacGillivray William James Fraser

Organisation name:

Agent's full name:

Email address: robynm1@xtra.co.nz

Contact phone number:

Postal address:
5 Monowai Street Wellsford

Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

The use of Monowai Street as a main thoroughfare to this proposed subdivision.

Property address: 5 Monowai street Wellsford

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:

Our objection to using Monowai Street are 1. The street is too narrow to be a thoroughfare, when vehicles are parked each side of the Street there is barely enough room for another vehicle to go between, 2. There is a 90 degree bend from Batten Street into Monowai Street and with vegetation on the inside corner this makes it a blind corner, where the risk of accidents is high. 3. In the process of development and construction these activities would be very destructive to the living conditions of residents living in both Batten and Monowai street

3.2

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

3.1

Submission date: 8 October 2023

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.



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The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Pamela Rose Tod

Organisation name:

Agent's full name:

Email address: tods@xtra.co.nz

Contact phone number:

Postal address:
3 Monowai Street
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

I object to the use of Monowai Street as one of the main gateways to this whole project.

Property address: 3 Monowai Street, Wellsford, 0900

Map or maps:

Other provisions:

Monowai Street was built by Mrs Marge Fishlock about 62 years ago and isn't the council's width. It's less, bearyl 3 car widths wide. The corner is a sharp L shape and blind. Not built for trucks. I put forward to use Armitage Road or a road off Boshier Road.

4.3

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:

As stated above Monowai Street was never formed to be a main thoroughfare.

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

4.1

Details of amendments: Do NOT have Monowai Street as the link road to the new subdivision

4.2

Submission date: 8 October 2023

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

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The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mike Wilton

Organisation name:

Agent's full name:

Email address: atlantis.properties@outlook.com

Contact phone number: 021 920 505

Postal address:
3 Tuaraki Drive
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Property address: 3 Tuaraki Drive, Wellsford

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:

Current traffic flows along SH1 passing through this region is quite challenging. With the additional housing development being created, this will add further traffic congestion to SH1. The result of this will make it difficult to exit safely from School Road, especially during school drop-off and pickup times since there are two schools located in the same area. This traffic flow issue would probably change once the proposed motorway from Warkworth to Te Hana is completed but until the motorway construction is completed (which is still many years away) safety of leaving the school Rd residential area can be compromised.

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

Submission date: 8 October 2023

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.



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

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



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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)

MICHAEL JOSEPH EVANS

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

Address for service of Submitter

12 ARMITAGE RD WELLSFORD

Telephone:

021 067 4988

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 92

Plan Change/Variation Name

(Private) Wellsford North

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are: _____

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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.

6.1

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)

9/10/23
Date

Notes to person making submission:

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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.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lionel Foster

Organisation name:

Agent's full name: Lionel Foster

Email address: lionel@altisurv.co.nz

Contact phone number: +64212263409

Postal address:

31 Astrid Lane
Wellsford
Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m² or over) within the SHZ

7.2
7.3
7.4
7.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

Details of amendments: CSLZ minimum average net site area reduced to 1 hectare and, Some restricted scope for larger sites (1000m² or over) within the SHZ

Submission date: 10 October 2023

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.



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**SUBMISSION ON A NOTIFIED POPOSAL FOR A PRIVATE PLAN CHANGE
UNDER CLAUSE 6 OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT
ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142
Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Wharehine Group Limited (“**Wharehine**” or “**the submitter**”)

Introduction

1. This is a submission on the proposed private plan change to the Auckland Unitary Plan (“**AUP**”), entitled Plan Change 92 (Private): Wellsford North (“**PC92**” or “**the Plan Change**”), by the Wellsford Welding Club (“**PC Proponent**”).
2. Wharehine, at the address for service below, provides this submission as follows.
3. By way of background, Wharehine is a long-established employer, business and landowner in Wellsford, having operated in the north for over 65 years. In fact, Wharehine is the largest employer in Wellsford. In recent times, Wharehine, alongside joint ventures with other parties, has begun exploring future development opportunities at the southern gateway to Wellsford, including consideration of existing Future Urban zoned land in the AUP.
4. Wharehine could gain an advantage in trade competition through this submission, however, as long-standing landowner, business and employer in Wellsford, Wharehine has a direct interest in outcomes of PC92, and considers that it, alongside Wellsford generally, are directly affected by the actual and potential environmental effects of the Plan Change.

Reasons for Submission

5. Wharehine generally supports PC92, subject to recommendations for further consideration, with the following reasons stated below.
6. Wharehine acknowledges the Plan Change seeks to “enable the development of Wellsford North as a comprehensively planned, liveable and accessible residential community that supports a quality compact urban form” (AEE, para 3.1.1).

7. However, Wharehine’s key criticism of PC92 is that it focuses solely on the area that is the subject of the plan change, rather than appropriately considering how such a significant extension as is proposed will integrate, or not, with the existing settlement of Wellsford. Indeed, the various parcels of Future Urban zoned land around Wellsford comprise an amalgamation of approximately 110ha, and the Plan Change seeks to introduce approximately 64ha into live urban zoning, yet lacks a fulsome structure plan exercise to ascertain whether that is the most appropriate and efficient way for Wellsford to grow.
8. Wharehine considers a Wellsford-wide structure plan should be progressed, to clearly articulate how the town as a whole envisages growth over the short, medium, and long-term planning periods, to better align with the objectives of the National Policy Statement on Urban Development.
9. This approach would encompass the Plan Change area’s Future Urban zoned (“**FUZ**”) land, as well as the FUZ parcels to the west of the live-zoned settlement and the southern FUZ, including Wharehine’s land.
10. Wharehine considers a structure plan of land already identified for future urban use alongside live-zoned land in Wellsford is sensible. This exercise can include consideration of the implications for growth relative to recent developments in planning policy – including the implementation of Medium Density Residential Standards, the National Policy Statement on Highly Productive Land, the National Policy Statement on Indigenous Biodiversity, the recently released consultation draft National Policy Statement on Natural Hazard Decision-making, and Council’s Future Development Strategy (“**FDS**”), which is shortly to be enshrined.
11. On the latter, Wharehine notes that the Council had previously confirmed it would present the final version of the FDS for adoption by the Planning Committee on 5 October. This has been delayed until the following Committee meeting in November. Notwithstanding, the officers’ response to consultation and the revised FDS was notified with the October agenda. It does not change from the consultation draft FDS in respect of future urban planning in Wellsford, in that it seeks to delay live zoning and “development-readiness” of FUZ in Wellsford from the earlier 2023-2027 timeframe to 2030+, citing projects including the wastewater treatment plant upgrade, water treatment plant upgrade, Ara Tūhono (Warkworth to Wellsford roading project) as being necessary to unlock growth.
12. Wharehine considers therefore that the Plan Change is premature in advance of both comprehensive structure planning and the consideration of the FDS for Wellsford.

8.2

13. This is evident in respect of the proposal to re-zone rural land rather than focusing on FUZ. An appropriate assessment of alternatives under section 32 of the Act should have taken into account the implications for delivery of sustainable, compact urban growth within areas already identified for future urban use, rather than extending into the rural hinterland surrounding Wellsford, without clear justification.
14. The town-wide structure plan exercise may well confirm that areas of rural land adjacent FUZ can be appropriately adopted into a future growth strategy, however this evaluative exercise must be carried out first before this Plan Change proceeds. Failing that, the Plan Change risks adverse and irreversible urban form for Wellsford.
15. Critical to this consideration is the matter of climate change and carbon emissions. Residential sprawl without consideration for where future residents will work and how they will travel results in an unavoidable increase in vehicles kilometres travelled that the PC Proponent has not considered in its evaluation. Suggesting that the increase in population will assist in improving access to public transport is a relatively muted response.
16. As a minimum, Wharehine suggests the Plan Change needs to consider provision of appropriate public transport services both internal to Wellsford and in respect of linkages to employment and centres beyond.
17. Finally, Wharehine considers that the infrastructure trigger approach in the proposed precinct plans is sensible but suggests that those identified infrastructure upgrades in the FDS ought to be included in this Plan Change's provisions. At the very least, the Plan Change should consider a framework for proportionate costs of those identified upgrades relative to the demand created by the proposal, for water supply and wastewater which already represent a constraint for growth within existing Wellsford.

8.3

8.4

Summary

18. Wharehine considers a comprehensive, all-of-Wellsford structure plan is a more appropriate and efficient way to assess how Wellsford should grow. PC92 does not deliver this planning evaluation.
19. Wharehine considers PC92 is premature in respect of the FDS.
20. Wharehine considers PC92 does not respond adequately to planning policy direction for future urban growth, including consideration of use of productive land for non-productive uses; lack of consideration of increase in carbon emissions and creation of further commuting-oriented residential activity.

21. Wharehine considers PC92 does not adequately consider infrastructure requirements that should form an integral part of any such extension to the existing settlement, which itself is constrained in terms of wastewater and water supply.

Relief Sought

22. The Submitter seeks that the plan change be accepted, with amendments as set out in this submission.

8.1

23. The Submitter wishes to be heard in support of this submission.

24. If others make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED at Auckland this 9th day of **October 2023**

Signed:

Rob Gibson
Managing Director

Address for Service:
Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
kay@formeplanning.co.nz

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)

Maria G. Wallace

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

Address for service of Submitter

998 Wharehine RD RD3 Wellsford

Telephone:

0910772262

Email:

Melissa-Wallace998@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 92

Plan Change/Variation Name

(Private) Wellsford North

The specific provisions that my submission relates to are:

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

Plan provision(s)

PC 92.

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: Concentration and infrastructure and the town sewage as it is in deperate need of up grade also town water tanks need cleaning when drought we can not put water in Tank as it distains particles

(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)

10/10/83
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.

| 9.1

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) PAUL NICHOLAS WARREN JONES

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

Address for service of Submitter
66 WHARFE ROAD, RDS WELLSFORD AUCK 0975

Telephone: 027 285 3682 Email: ~~pwj7~~ pwj7@auctonmail.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 92

Plan Change/Variation Name (Private) Wellsford North

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

Plan provision(s) PC 92

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: So long as infrastructure is in place as per requirements by Auckland Council and the District Plan.

(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.

10.1
10.2

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

Paul M. Jones
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.

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

Clause 8 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)

Paul NEWLAND

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

Address for service of Submitter

257A Ruckey street Waiwaka

Telephone: 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:

Great for town

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation | 11.1

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

Decline the proposed plan change / variation

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

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

[Signature]
Signature of Submitter
(or person authorised to sign on behalf of submitter)

9-10-20
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.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Joshua Don

Organisation name: N/A

Agent's full name: N/A

Email address: joshuagdon@gmail.com

Contact phone number:

Postal address:
57 Worker Road
Wellsford
Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

12.2
12.3
12.4
12.5

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:

Wellsford has been neglected by the Council for years and starved from new property development opportunities. This plan is only a very small step towards the rezoning that needs to happen and is desired by a large percentage of the local population.

Wake up Council members and give Wellsford the opportunities for growth it deserves.

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

Details of amendments: As outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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



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The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Benjamin James Wallace

Organisation name:

Agent's full name:

Email address: ben.w@kaiwakaclothing.co.nz

Contact phone number:

Postal address:
28 School Road
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

13.2

13.3

13.4

13.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

Wellsford has the opportunity to submit the greater Auckland area by providing more affordable

housing for those who live in central Auckland with the time to commute now significantly reduced thanks to the new motorway.

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

13.1

Details of amendments: As outlined above.

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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



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The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ricardo Person

Organisation name:

Agent's full name: Ricardo Person

Email address: ricardo.person00@gmail.com

Contact phone number:

Postal address:
2 Tobruk Road Wellsford
Wellsford
Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:
SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

14.2

14.3

14.4

14.5

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:

Wellsford has little housing available, particularly new housing. Delaying this development is a very backwards and anti-progress decision and goes against the views of the Wellsford public.

Wellsford needs growth now before it is bypassed by the motorway as the town currently relies on State Highway 1 traffic for businesses to thrive and for people to choose to live in Wellsford.

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

14.1

Details of amendments: As outlined above.

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Jared Person
Date: Wednesday, 11 October 2023 8:31:07 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jared Person

Organisation name:

Agent's full name:

Email address: jaredperson@outlook.com

Contact phone number:

Postal address:
jaredperson@outlook.com
Wellsford
Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reduce the minimum net site areas of the Wellsford North precinct
CSLZ minimum average net site area reduced to 1 hectare and, some restricted scope for larger sites (1000m²) within the SHZ.
LLZ to be reduced to 3000m²
SHZ to 300m²

15.4
15.5
15.3
15.2

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:

Wellsford is the gateway to Auckland and Auckland is quickly moving North. The land within a 6km radius around Wellsford needs to be Rezoned for residential housing and development.

15.6

NZ desperately needs housing and Wellsford is the obvious location for this growth - it will help

decentralize Auckland and reduce its congestion problems, as well as creating a link for growth in Northland.

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

15.1

Details of amendments: as outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Gareth Stewart
Date: Wednesday, 11 October 2023 11:31:01 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Gareth Stewart

Organisation name:

Agent's full name:

Email address: gareth@welwood.co.nz

Contact phone number:

Postal address:
34 Port Albert Road

Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

16.2
16.3
16.4
16.5

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:

Wellsford needs growth now and this cannot be held up by council. As a local employer, most of our staff live outside of town as there are no new housing in the town. With the new motorway in planning, we dont want Wellsford to become a ghost town once it is bypassed. There is urgent need for rezoning land in Wellsford. Do not delay it

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

Details of amendments: As outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Rine Bosman
Date: Wednesday, 11 October 2023 11:31:10 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rine Bosman

Organisation name:

Agent's full name:

Email address: rinebosman@hotmail.com

Contact phone number:

Postal address:

pO Box 96
Wellsford
Auckland 0940

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

Monowai street upgrade and access

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:

- 1). Monowai street access. This street is not suited to heavy vehicle traffic. The street is narrow, and there is ground water seeping through the asphalt. This road should be upgraded prior to any construction traffic using this street. Alternatively, access should be made from SH 1 (as per the plan) prior to start of site developments.
- 2). Increased traffic from the new development onto Monowai street poses a risk to the local residents, as currently this road is a cul de sac and not suited to high traffic volumes. While the intention is to direct traffic away to the SH1 access, fact remains residents in the southern end of Wellsford North will be using the shorter route to access SH1 to go south. Monowai street should have significant improvements made, rather than just the proposed traffic calming measures or "speed humps".

17.2

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

17.1

Details of amendments: As above

Submission date: 11 October 2023

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.

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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Michael Bosman-Wright
Date: Wednesday, 11 October 2023 11:31:13 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michael Bosman-Wright

Organisation name:

Agent's full name:

Email address: m_wright68@windowlive.com

Contact phone number:

Postal address:

PO Box 96
Wellsford
Auckland 0940

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

Monowai Street access for initial roading and development.

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:

Access during initial construction process.

Monowai street is not suited for the amount of constant truck traffic in the initial stages of construction. With the consistent rain that has been falling and that is forecast to continue there is a huge amount of ground water coming up through the roads surface and the constant back and forth of large heavy vehicles will negatively impact on the surface of the road making it difficult for local residents to navigate to their homes. The alternate entry planned from SH1 north of Batten Street would be constructed fit for purpose from the get go and would not impact any residential houses with roading damage, addition vehicles and noise as the site is no where near any houses as such.

18.2

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

18.1

Details of amendments: Development amended to construct the entry to the new development north of Batten Street

Submission date: 11 October 2023

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.

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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Rams Investments Limited
Date: Wednesday, 11 October 2023 12:16:06 pm
Attachments: [374 Rodney St PC92 Submission.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rams Investments Limited
Organisation name: Rams Investments 2008 Limited
Agent's full name: Cath Heppelthwaite
Email address: cath@eclipseplanning.co.nz
Contact phone number: 0212122495
Postal address:
PO Box 5164
Victoria Street West
Auckland 1142

Submission details

This is a submission to:

Plan change number: Plan Change 92
Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Whole of PC92
Property address: State Highway 1 (Rodney Street) and Monowai Street, Wellsford
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:
Refer attached

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

19.1

Details of amendments: Refer attached

Submission date: 11 October 2023

Supporting documents
[374 Rodney St PC92 Submission.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.

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Submission on proposed Private Plan Change 92, Wellsford North, Auckland Unitary Plan (Operative in Part)

To:

Auckland Council (Unitary Plan)
Private Bag 92300
Auckland 1142
Attention: Planning Technician

Via Email: unitaryplan@aucklandcouncil.govt.nz

Submitter Details:

Rams Investments 2008 Limited

Email: nzhari@yahoo.co.nz

Phone: 021 629 993

Trade Competition

The Submitter will not gain an advantage in trade competition through this submission.

Specific Provision to Which the Submission Relates

Whole of Plan Change.

1. Reasons for Submission

Background

- 1.1 The Submitter owns the site immediately to the north of PC92 at 374 Rodeny Street, Wellsford.

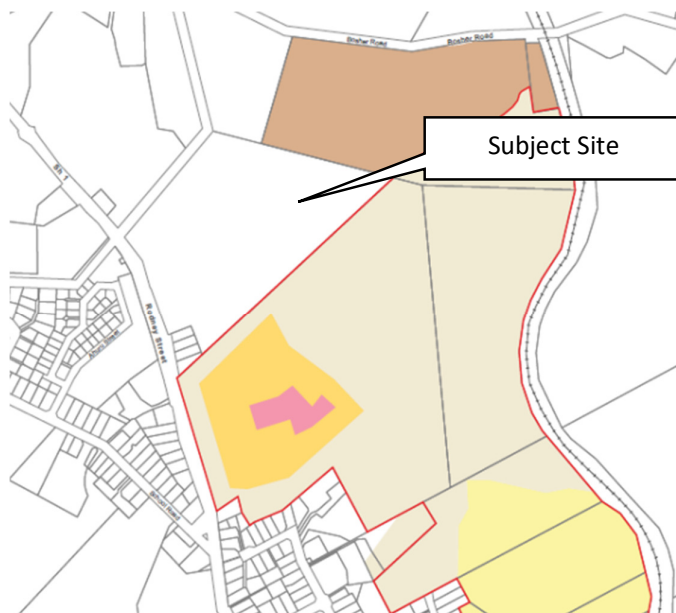


Figure 1: Location Plan / Proposed Zone Plan (Source: PC92 Private Wellsford North Precinct IX. Wellsford North Precinct)

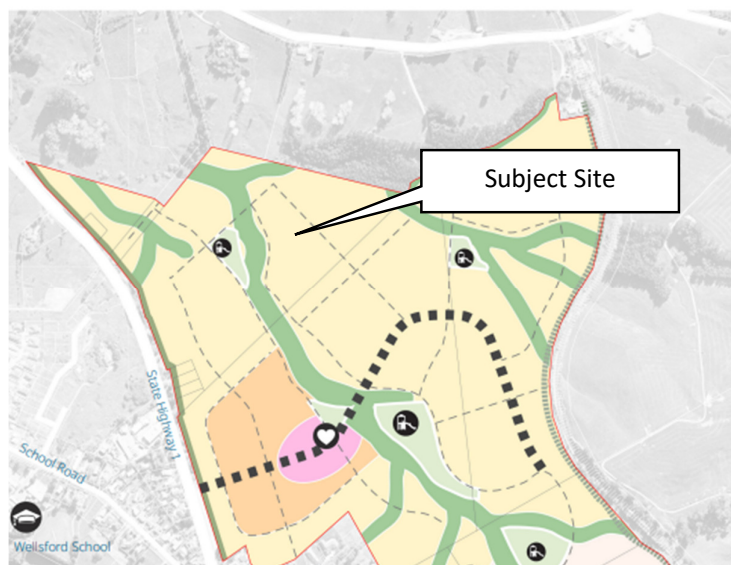


Figure 2: Location Plan / Structure Plan (Source: PC92 Wellsford North Structure Plan prepared by B&A)

Reason for Submission

- 1.2 The reasons for the submission are:
 - a. the Structure Plan supporting PC92 includes 374 Rodeny Street;
 - b. key infrastructure (roading) indicatively directly connects to 374 Rodeny Street; and
 - c. the response to PC92 will strongly influence the future planning for 374 Rodeny Street.

- 1.3 The whole of PC92 is supported. In particular:
 - a. the proposal to modify minimum lot areas for the Single House and Large Lot zones;
 - b. proposed stormwater mitigation measures; and
 - c. implementation of transport improvements to support development.

19.6

2. Relief Sought

- 2.0 It is requested that:
 - a. that the plan change be approved;
 - b. that the amended Single House and Large Lot zone minimum vacant lot subdivision (300m² and 3,000m² respectively) is retained and any alterations to H3.6 Standards are made ;
 - c. to support the proposed Single House zone minimum lot area; alterations to increase H3.6.7 (height in relation to boundary) and H3.6.10 (building coverage) standards to ensure that a two storied dwelling is able to be comfortably accommodated on a site are requested;
 - d. stormwater management and mitigation is retained as proposed; and
 - e. any consequential text or zone changes to grant the relief sought are also made.

19.2

19.3

19.4

19.5

Hearing

The Submitter wishes to be heard in support of this submission. If others make a similar submission, the Submitter will consider presenting a joint case with them at a hearing.

Address for service of submitter:

Eclipse Group Limited
 Attention: Cath Heppelthwaite
 PO Box 5164
 Victoria Street West
 Auckland 1142
cath@eclipseplanning.co.nz
 021 21 22 495

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Vicki Julia Carr
Date: Wednesday, 11 October 2023 3:31:02 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Vicki Julia Carr

Organisation name:

Agent's full name:

Email address: vixj.carr@gmail.com

Contact phone number: 02102682782

Postal address:
27 Wi Apo Place
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Plan change PC92(Private):Wellsford North, change Zoned Business-Neighbourhood Centre 0.09ha) and Future Urban Zone in the South (currently zoned Countryside living)

Property address: North Eastern edge of Wellsford

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 bought our home in 2015 and have supported our towns businesses by shopping locally, prior to this date, we travelled with teams and privately on many occasions northwards, with a planned stop at Wellsford for toilet breaks, food, supplies and purchased items from a variety of shops available.

I respectfully ask that Auckland Council consider my reasons:

- the planned State Highway one to bypass Wellsford, which will impact on the current businesses, currently felt by businesses in The Grange, Warkworth
- the proposal to have a small Neighbourhood centre serving the day to day needs of 'this' part of the community, would also impact on our current community. Locals further than this planned project support our local shops to buy day to day supplies as well as buying for presents, fast food, health, petroleum, vehicle and boat repairs, even sewing machine repairs to name a few.
- I believe the local schools are expanding to service the expected student population growth

My objections relate to the ongoing support to the Wellsford community as a whole, to urbanise land within a 'stones throw' to our current existence is fantastic, however, I do respectfully ask that a change to the current zoning of this 72ha be reconsidered.

In relation to the Future Urban Zone in the South, closer to my residence would be the same should that project include a neighbourhood centre to service the day to day needs .

To build Wellsford into a thriving town where travellers can stop, rest or stay overnight would be beneficial to the whole community.

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

20.1

Details of amendments: Amendment to proposed-neighbourhood centre (0.09ha) servicing the day to day needs of this part of the local Wellsford community.

Submission date: 11 October 2023

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.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Edwin Gilbert Person
Date: Wednesday, 11 October 2023 3:31:03 pm
Attachments: [Suggested plan change.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Edwin Gilbert Person

Organisation name:

Agent's full name:

Email address: edwinperson@outlook.com

Contact phone number:

Postal address:
28 Boshier Road
Wellsford

Wellsford 0974

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Extension of property rezoning

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
It makes sense to include all the land between Boshier Road, SH1 and the railway line

I or we seek the following decision by council: Approve the plan change with the amendments I requested | 21.1

Details of amendments: Include the following properties in the plan change as residential large lot zone: 10, 20, 28, 40, 56, 56A, 60, 62, 68 Boshier Road, Wellsford | 21.2

Submission date: 11 October 2023

Supporting documents
Suggested plan change.pdf

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

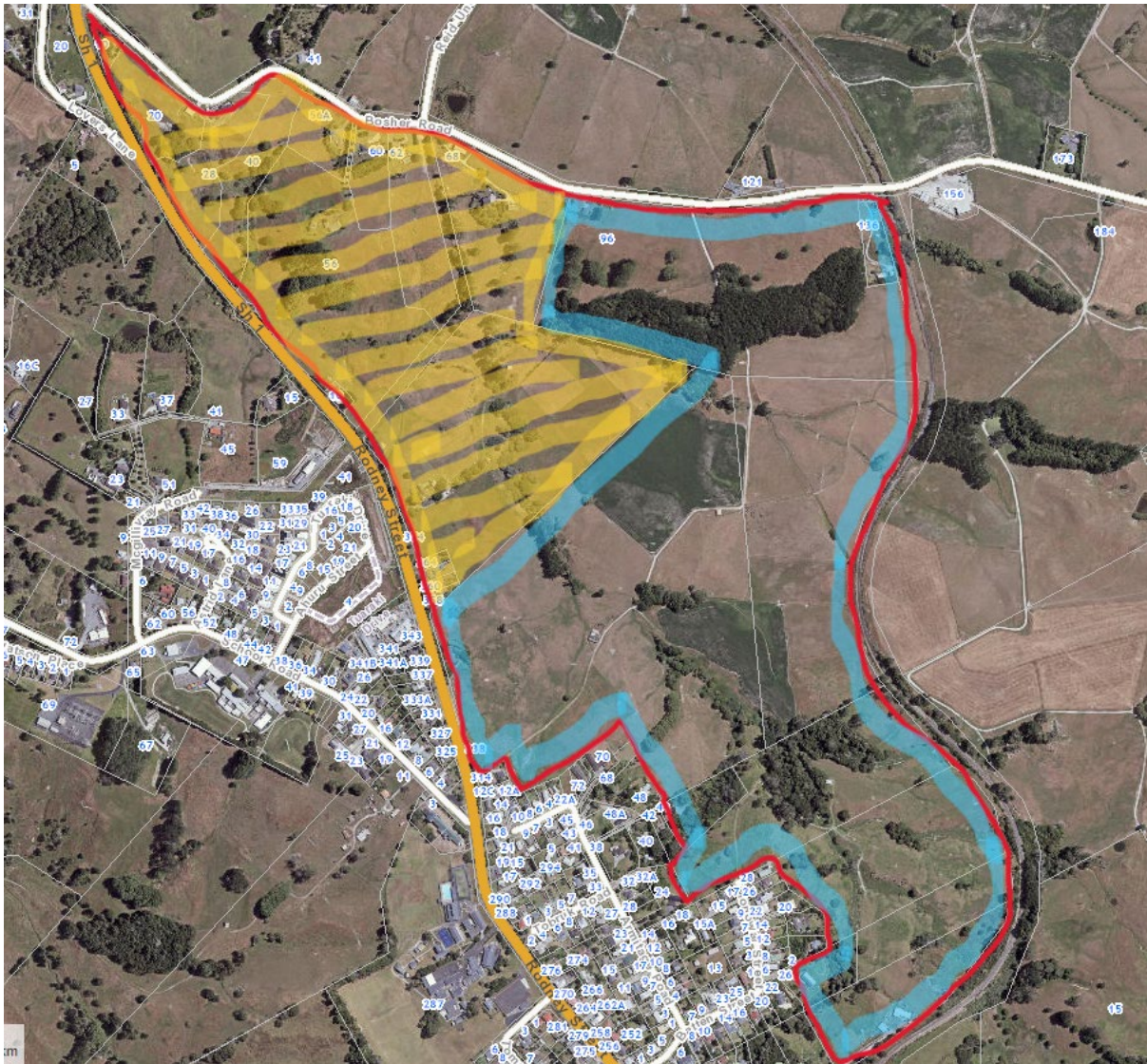
I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Suggested plan change:



Blue = Proposed plan change

Yellow = Extension of plan change (amendments)

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Dale Stewart
Date: Wednesday, 11 October 2023 8:16:03 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Dale Stewart

Organisation name:

Agent's full name:

Email address: dalestewart77@outlook.com

Contact phone number: 0212209085

Postal address:
70 Armitage Rd
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Property address: 68 and 70 Armitage rd, Wellsford

Map or maps:

Other provisions:

I as a neighbor, support development in Wellsford, and think the Wellsford North plan has potential to be a good thing for Wellsford. Two things I'd like mention; 1: I've lived in Wellsford all my life, and there has been a lack of decent sections available to build spacious family homes, so would like to request that a development of this size has a number of large sections available, thinking approx 30+ being between half acre and 1 acre out of 600+. 2: As I own 2 properties here which have a lovely rural outlook but will be built on all around after it being developed on 2 sides of my property, there is a fear that my properties may devalue from what they have now with an open feel and view, so I would like to request that number 70 Armitage Rd could please have an access and services provided to the rear part of the address, so I can realize value off it by subdividing when we move on due to being built around.

22.2

22.3

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:

We definitely want more development in Wellsford asap, as there has been next to none for many many years. Especially with a new motorway bypassing the town, on the cards.

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

22.1

requested

Details of amendments: As the above

Submission date: 11 October 2023

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.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Kingsley Don
Date: Wednesday, 11 October 2023 8:45:58 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kingsley Don

Organisation name:

Agent's full name:

Email address: kingsley.don@outlook.com

Contact phone number:

Postal address:
92 Port Albert Rd
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:
SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

23.2
23.3
23.4
23.5

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:

Wellsford needs growth NOW not more stifling restrictions and delays till 2030 for land development. The council needs to stop overlooking it's most northern suburb and invest in upgrading infrastructure now so Wellsford can move ahead before it is bypassed by the motorway and becomes a forgotten town.

Wellsford is in urgent need of more housing options.

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

Details of amendments: as outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Owen Stewart
Date: Wednesday, 11 October 2023 9:15:59 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Owen Stewart

Organisation name:

Agent's full name:

Email address: ofs85@outlook.com

Contact phone number:

Postal address:
40 Worker Road
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

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

24.2

24.3

24.4

24.5

The reason for my or our views are:
Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

24.1

Details of amendments: as outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Lance Don
Date: Wednesday, 11 October 2023 9:16:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lance Don
Organisation name:
Agent's full name:
Email address: lance.don@outlook.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92
Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:
SHZ to 300m²
LLZ to be reduced to 3000m² and additionally,
CSLZ minimum average net site area reduced to 1 hectare and,
Some restricted scope for larger sites (1000m²) within the SHZ

25.2
25.3
25.4
25.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

25.1

Details of amendments: As outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Kevin Person
Date: Wednesday, 11 October 2023 9:16:01 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kevin Person

Organisation name:

Agent's full name:

Email address: kevin.person81@outlook.com

Contact phone number:

Postal address:

116 Prictor Rd
Wellsford
Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:
SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

26.2
26.3
26.4
26.5

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:

Wellsford urgently needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

26.1

requested

Details of amendments: as outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Shy Walton
Date: Wednesday, 11 October 2023 10:01:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Shy Walton

Organisation name:

Agent's full name:

Email address: shy.walton23@nz.oneschoolglobal.com

Contact phone number:

Postal address:

Wellsford
Auckland 0974

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

27.2

LLZ to be reduced to 3000m² and additionally,

27.3

CSLZ minimum average net site area reduced to 1 hectare and,

27.4

Some restricted scope for larger sites (1000m²) within the SHZ

27.5

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:
Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

27.1

Details of amendments: As outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Karl Walton
Date: Wednesday, 11 October 2023 10:01:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Karl Walton
Organisation name:
Agent's full name:
Email address: karl@northernhylines.co.nz
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92
Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:
Reducing the minimum net site areas of the Wellsford North precinct:

- SHZ to 300m² 28.2
- LLZ to be reduced to 3000m² and additionally, 28.3
- CSLZ minimum average net site area reduced to 1 hectare and, 28.4
- Some restricted scope for larger sites (1000m²) within the SHZ 28.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

28.1

Details of amendments: As above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Bug Walton
Date: Wednesday, 11 October 2023 10:01:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Bug Walton

Organisation name:

Agent's full name:

Email address: karl@totalsite.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

29.2

LLZ to be reduced to 3000m² and additionally,

29.3

CSLZ minimum average net site area reduced to 1 hectare and,

29.4

Some restricted scope for larger sites (1000m²) within the SHZ

29.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

29.1

Details of amendments: As outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Amber Walton
Date: Wednesday, 11 October 2023 10:01:01 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Amber Walton
 Organisation name:
 Agent's full name:
 Email address: amber.walton24@nz.oneschoolglobal.com
 Contact phone number:
 Postal address:
 Wellsford
 Auckland 0974

Submission details

This is a submission to:
 Plan change number: Plan Change 92
 Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
 Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
 Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
 Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:
 Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

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

30.2
 30.3
 30.4
 30.5

The reason for my or our views are:
Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

30.1

Details of amendments: as outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Luka Walton
Date: Wednesday, 11 October 2023 10:01:01 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Luka Walton
Organisation name:
Agent's full name:
Email address: luka.walton29@nz.oneschoolglobal.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92
Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:
Reducing the minimum net site areas of the Wellsford North precinct:

- SHZ to 300m² 31.2
- LLZ to be reduced to 3000m² and additionally, 31.3
- CSLZ minimum average net site area reduced to 1 hectare and, 31.4
- Some restricted scope for larger sites (1000m²) within the SHZ 31.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

31.1

Details of amendments: As detailed above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - David Person
Date: Wednesday, 11 October 2023 10:01:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Person
 Organisation name:
 Agent's full name:
 Email address: dwperson62@outlook.com
 Contact phone number:
 Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92
 Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
 Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
 Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
 Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:
 SHZ to 300m²
 LLZ to be reduced to 3000m² and additionally,
 CSLZ minimum average net site area reduced to 1 hectare and,
 Some restricted scope for larger sites (1000m²) within the SHZ

32.2
 32.3
 32.4
 32.5

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:

People need options and opportunities when moving into an area or town. Wellsford is lacking both. Wellsford needs this development to proceed now as the consent and development process is a long one.

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

32.1

requested

Details of amendments: As outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Sheryl Walton
Date: Wednesday, 11 October 2023 10:15:58 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Sheryl Walton

Organisation name:

Agent's full name:

Email address: kswalton24@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living 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? Yes

The reason for my or our views are:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

33.1

Details of amendments: As above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Brad Don
Date: Wednesday, 11 October 2023 10:15:59 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Brad Don
Organisation name:
Agent's full name:
Email address: bradley.don@outlook.com
Contact phone number:
Postal address:
24 armitage rd wellsford
Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92
Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
i support the plan change, Wellsford needs development.

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

34.1

Details of amendments:

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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Submission on Proposed Private Plan Change 92 – Wellsford North Precinct to the Auckland Unitary Plan (Operative in Part)

Clause 6 of Schedule 1, Resource Management Act 1991 (Form 5)

.....

To: **Auckland Council**

1. SUBMITTER DETAILS

Name of Submitter: **Wellsford Welding Club**

This is a submission on Proposed Private Plan Change 92 (PC92) to the Auckland Unitary Plan – Operative in Part (AUP).

Wellsford Welding Club could not gain an advantage in trade competition through this submission.

2. SCOPE OF SUBMISSION

The specific aspects and provisions of PC92 that this submission relates to are:

- a) Minor amendments to clarify provisions.

3. SUBMISSION

3.1 Introduction

Wellsford Welding Club has requested a Plan Change to rezone 72 hectares of land in the northeastern edge of Wellsford to a combination of residential, business, and rural zones. Wellsford Welding Club has also requested a ‘Wellsford North’ precinct to the Unitary Plan, to be applied to 62.3 hectares of the proposed plan change area. The proposed precinct covers the majority of the land subject to the private plan change and the precinct includes specific details around how the land could be developed.

Since notification Wellsford Welding Club has picked up a number of minor errors throughout the proposed Wellsford North Precinct. Amendments are now proposed to correct these errors, better align the Precinct with the standard AUP template and clarify the provisions.

The proposed amendments are set out in **Attachment A**.

4. Decision Sought

Wellsford Welding Club seeks the following relief from Auckland Council (or other relief or other consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission):

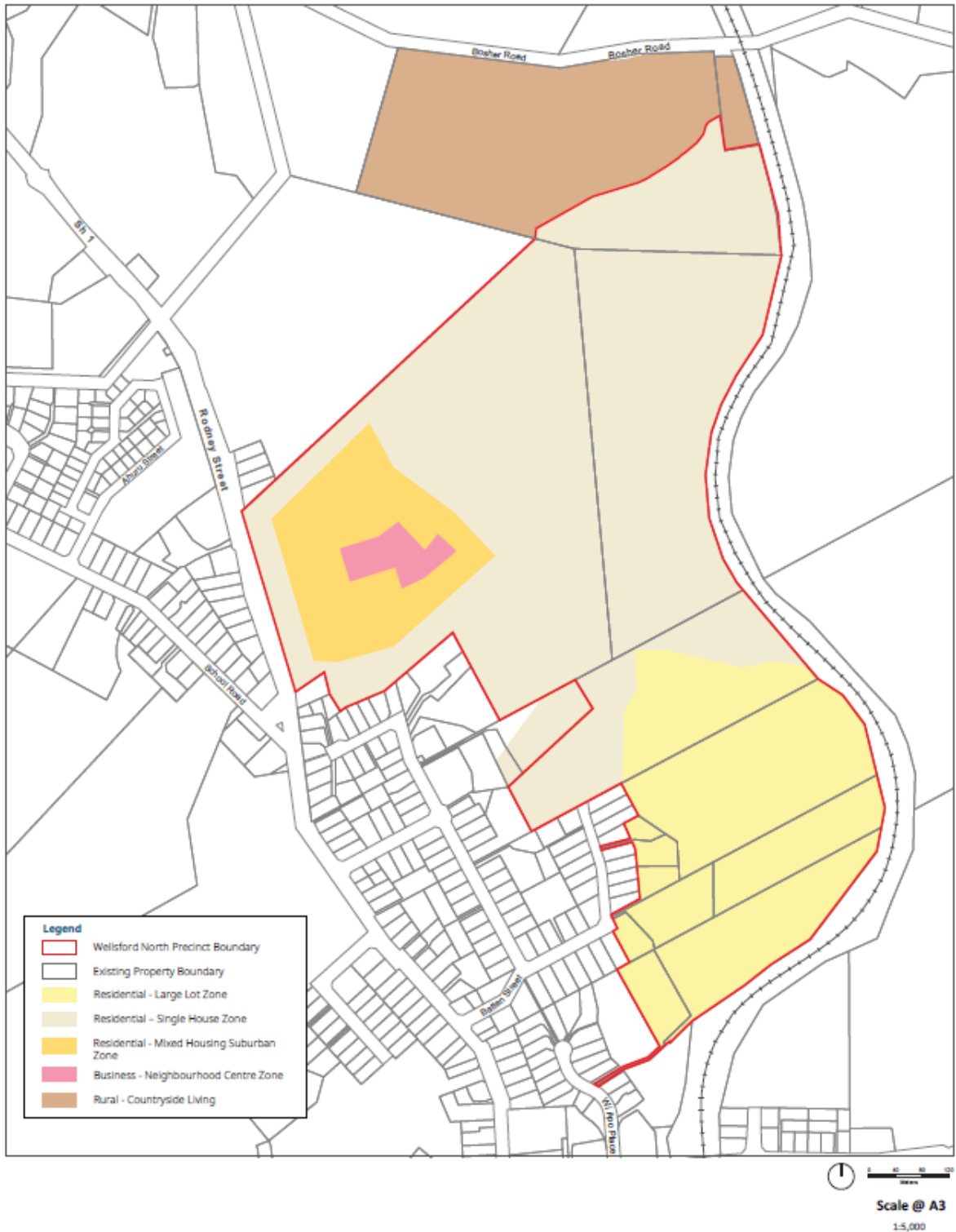
- a) Amend the Wellsford North Precinct as per the amendments set out within **Attachment A**.

35.1

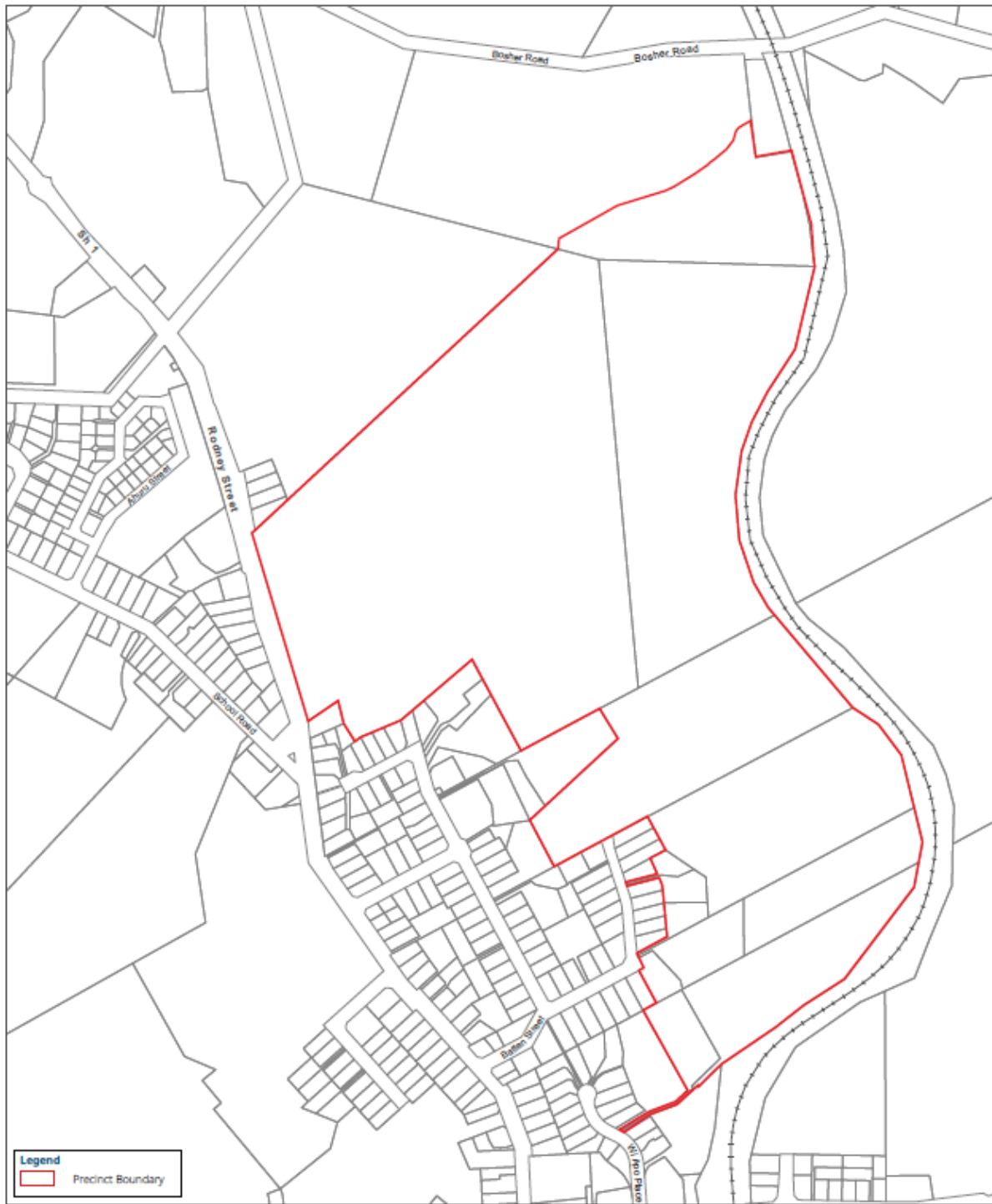
Wellsford Welding Club wishes to be heard in support of this submission. If others make a similar submission Wellsford Welding Club will consider presenting a joint case with them at the hearing.

IX. Wellsford North Precinct

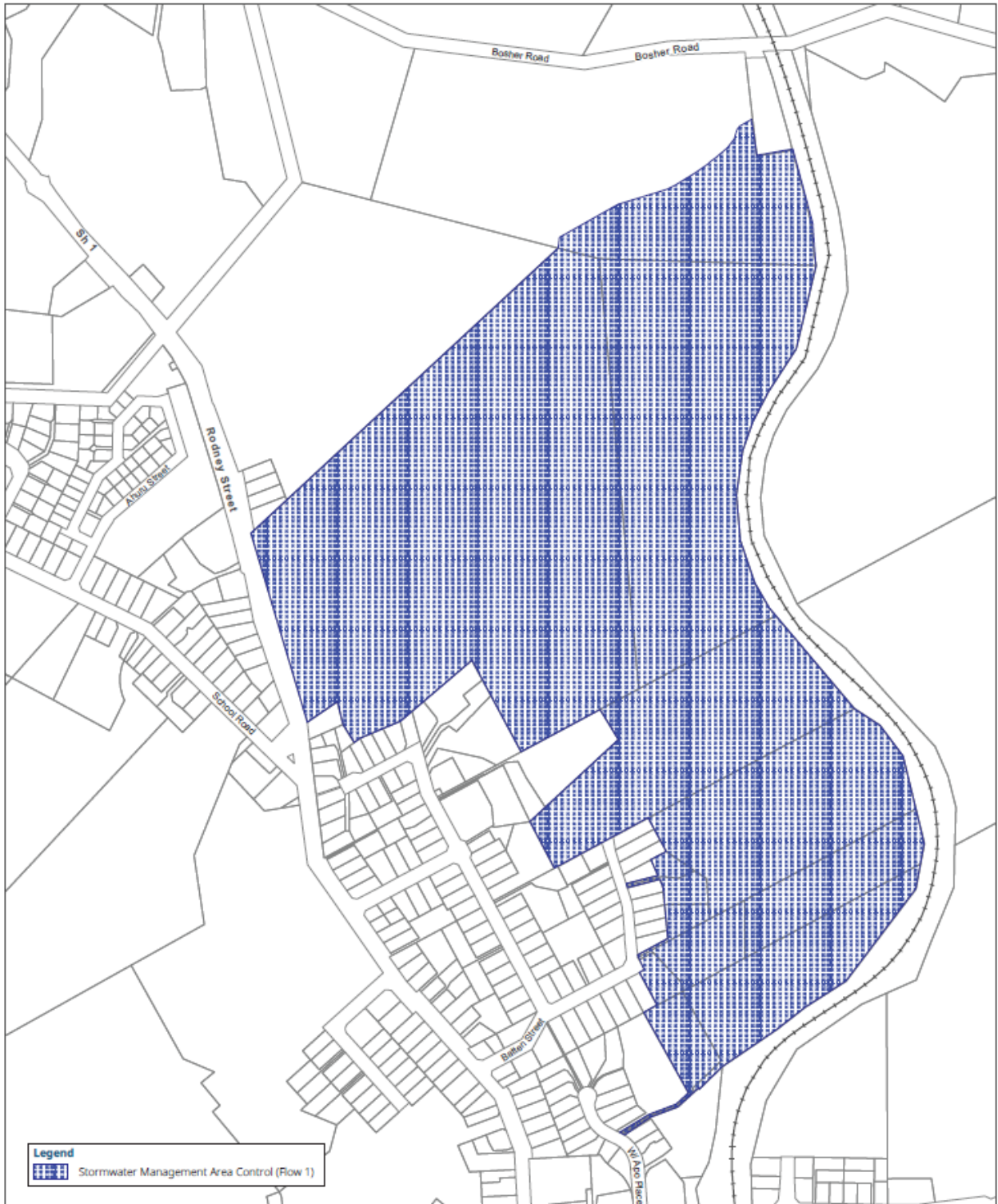
Wellsford North Zoning Plan



Wellsford North Precinct Plan



Wellsford North – Stormwater Management Area Control (Flow 1)



IX.1. Precinct Description

The Wellsford North Precinct applies to 62.3ha of land in Wellsford, generally bounded by State Highway 1 to the west, the North Auckland Railway Line to the east and south and a permanent stream to the north.

The purpose of the Wellsford North precinct is to provide for the development of a new, comprehensively planned residential community in Wellsford North that supports a quality compact urban form at Wellsford. The precinct provides for a range of residential densities, including medium residential densities enabled close to the Wellsford North Village Centre and State Highway 1 to provide for development up to two storeys in a variety of sizes and forms. Lower residential densities are enabled in the northern and eastern parts of the precinct, to integrate with the existing character of Wellsford. The precinct also provides for large lot zoning in the southern portion of the precinct, where the topography lends itself to lower density residential land use.

A small neighbourhood centre is provided for in the centre of the precinct adjacent to the proposed collector road, to provide for the local day-to-day needs of residents in a central and highly accessible location.

The precinct amends the minimum net site area within the Residential - Large Lot and Residential – Single House zones to provide efficient use of greenfield land while integrating with the character of the existing town.-

The precinct emphasises the need for development to create a unique sense of place for Wellsford North, by integrating existing natural features and responding to the landform. In particular there is a network of streams throughout the Wellsford North precinct. The precinct seeks to maintain and enhance these waterways and integrate them where possible within the open space network.

The zoning of land within this precinct is Residential – Large Lot Zone, Residential – Single House Zone, Residential – Mixed Housing Suburban Zone and Business – Neighbourhood Centre Zone.

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

IX.2. Objectives

- (1) Wellsford North is a comprehensively developed residential environment that integrates with the existing Wellsford urban area and the natural environment.
- (2) Wellsford North is subdivided and developed in a comprehensive and integrated way which allows for a range of housing densities and typologies and that enables a safe and functional residential development.
- (3) Development of Wellsford North creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.
- (4) Access to, from and within the precinct for all modes of transport occurs in an effective, efficient and safe manner that manages adverse effects of traffic generation on the surrounding road network.

- (5) Subdivision and development does not occur in advance of the availability of operational transport infrastructure.
- (6) Development is coordinated with the supply of sufficient transport, water, energy and communications infrastructure.
- (7) Stormwater quality is managed to avoid, as far as practicable, or otherwise minimise or mitigate adverse effects on the receiving environment.
- (8) Identified ecological values within wetland and stream habitats are protected, restored, maintained and enhanced.
- (9) Activities sensitive to noise adjacent to the rail corridor are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor.

IX.3. Policies

- (1) Require the main collector road and associated key intersection to be provided generally in the location shown in IX.10.1 Wellsford North: Precinct Plan 1 while allowing for variation, where it would achieve a highly connected street layout that integrates with the surrounding transport network.
- (2) Require the key local roads and active mode connections to be provided generally in the location shown in IX.10.1 Wellsford North: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout and active mode network that integrates with the surrounding transport network.
- (3) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (4) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with IX.11: Appendix 1.
- (5) Require subdivision to deliver sites that are of an appropriate size and shape for development intended by the precinct including by providing for smaller site sizes within the Large Lot and Single House zones.
- (6) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place and a quality network of open spaces for Wellsford North, including by:
 - (a) incorporating distinctive site features, including the grove of Totara Trees;
 - (b) integrating with the stream network to create a green corridor.

- (7) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.
- (8) Require subdivision and development in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network.
- (9) Require subdivision and development to be consistent with the treatment train approach outlined in a supporting stormwater management plan including:
- (a) The use of inert building materials to eliminate or minimise the generation and discharge of contaminants
 - (b) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01;
 - (c) Requiring runoff from other trafficked impervious surfaces to apply a water sensitive approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces.
- (10) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.
- (11) Ensure that activities sensitive to noise adjacent to the railway corridor are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

IX.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is otherwise listed in Activity Table IX.4.1 below.

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

Table IX.4.1 Activity table

Activity		Activity status
Development		
(A1)	New buildings and development prior to subdivision, including private roads	RD
(A2)	Development that does not comply with Standard IX.6.1. Staging of Development	NC

	with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	
(A32A)	Development that exceeds 750 dwellings	RD
(A42B)	Development that does not comply with Standard IX.6.1A Road Design	RD
(A53)	Development within the Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard IX.6.2. Water Supply and Wastewater	D
Subdivision		
(A64)	Subdivision, including private roads	RD
(A74)	Subdivision that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC
(A85)	Subdivision that does not comply with Standard IX.6.1A Road Design	RD
(A96)	Subdivision within Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard IX.6.2. Water Supply and Wastewater	D

35.2

IX.5 Notification

- (1) Any application for resource consent for an activity listed in Table IX.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding on who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

IX.6. Standards

- (1) Unless specified in Standard IX.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1 above.
- (2) The following Auckland-wide standards do not apply to activities that comply with IX.6.1. Staging of Development with Transport Upgrades:
 - (a) E27.6.1 Trip generation

(3) The following zone standards do not apply within the Mixed Housing Suburban Zone:

- (a) E38.8.2.3. Vacant sites subdivisions involving parent sites of less than 1 hectare; and
- (b) E38.8.4.1. Vacant sites subdivision involving parent sites of 1 hectare or greater;

35.3

All activities listed in Activity Table IX.4.1 ~~and Activity Table IX.4.2~~ must also comply with the following Standards.

Where there is any conflict or difference between standards in this precinct and the Auckland- wide and zone standards, the standards in this precinct will apply.

IX.6.1. Staging of Development with Transport Upgrades

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, ~~consistent with Policy X.~~
- Achieve the integration of land use and transport consistent with Policies I452.3(5), (7), (8) and (10).

- (1) Development and subdivision within the Precinct must not exceed the thresholds in Table IX.6.1.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of the Table will be deemed to comply with this standard IX.6.1(1) if the corresponding infrastructure identified in Column 2 of the Table is:
 - a) Constructed and operational prior to lodgement of the resource consent application; or
 - b) Under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:
 - i. the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - ii. the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or
 - c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:

35.4

- i. Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - ii. Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application.
- (2) Any application lodged in terms of IX.6.1(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an *Augier* basis to the imposition of consent conditions requiring (as relevant) that:
- i. no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
 - ii. no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in IX.6.1 (2)i and/or IX.6.1 (2)ii above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

- (3) For the purpose of this standard:
- a) 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a land use consent, or subdivision that has a section 224(c) certificate that creates additional vacant lots;
 - b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
 - c) 'Operational' means the relevant upgrade is available for use and open to all traffic ~~(be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).~~

Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct

Column 1	Activities, development or subdivision, by Transport Infrastructure in column 2	Column 2 Transport infrastructure required to enable activities, development or subdivision in column 1
(a)	Prior to any subdivision and/or development	Upgrade to the main collector road and State Highway 1 intersection: <ul style="list-style-type: none"> • Right hand turn intersection with the main collector road and State Highway 1.

IX.6.21A Road Design

35.5

Purpose: To ensure that any activity, development and/or subdivision complies with IX.11 Appendix 1: Road Function and Design Elements Table.

- (1) Any activity, development and/or subdivision must comply with IX.11 Appendix 1: Road Function and Design Elements Table.

IX.6.32. Water Supply and Wastewater

35.6

Purpose: To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure.

- (1) Adequate water supply and wastewater infrastructure must be provided at the time of subdivision or development.

IX.6.43. Riparian Margin

35.7

Purpose: Contribute to improvements to water quality, habitat and biodiversity.

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:
 - (a) This rule shall not apply to road crossings over streams;
 - (b) Walkways and cycleways must not locate within the riparian planting area;
 - (c) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.
- (2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

IX.6.54. Stormwater Quality

35.8

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from all impervious surfaces must be treated with a stormwater management device(s) meeting the following standards:
 - (a) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.
 - (c) For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.
- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that avoid the use of high contaminant yielding building products which have:
 - (a) Exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
 - (b) Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
 - (c) Exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide.

IX.6.65 Minimum Net Site Area within Large Lot Zone

- (1) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.6.1 Minimum net site area for subdivisions within the Large Lot Zone.

Table IX.6.6.1 Minimum Net Site Area within Large Lot Zone

Area	Minimum net site area
Large Lot Zone	3,000m ²

35.9

IX.6.76 Minimum Net Site Area within Single House Zone

- (1) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.7.1 Minimum net site area for subdivisions within the Single House Zone.

Table IX.6.7.1 Minimum Net Site Area within Single House Zone

Area	Minimum net site area
Single House Zone	300m ²

35.10

IX.6.87 Activities sensitive to noise within 60m of the rail corridor

35.11

Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

- (1) Any new building or alteration to an existing building that contains an activity sensitive to noise, within 60 metres of the rail corridor, must be designed, constructed and maintained to not exceed 35 dB LAeq (1 hour) for sleeping areas and 40 dB LAeq (1 hour) for all other habitable spaces.

Note Railway noise is assumed to be 70 dB LAeq(1 hour) at a distance of 12 metres from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.

- (2) If windows must be closed to achieve the design noise levels in Standard Rule IX.6.14(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule IX.6.14(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in IX.6.14(1).

IX.6.98 Building setback along the North Auckland Line

35.12

Purpose: To ensure the safe operation of the North Auckland Line by providing for buildings on adjoining sites to be maintained within their site boundaries and provide space for a future strategic walking and cycling connection.

- (1) Buildings must be setback at least 5 metres from any boundary which adjoins the North Auckland Line.

IX.7 Assessment – controlled activities

There are no controlled activities in this precinct.

IX.8. Assessment – restricted discretionary activities**IX.8.1. Matters of discretion**

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Subdivision, or new buildings prior to subdivision, including private roads:
 - (a) Location and design of the collector road, key local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;
 - (b) Provision of cycling and pedestrian networks and connections;
 - (c) Open space network;
 - (d) Stormwater and flooding effects;
 - (e) Provision of a landscape buffer strip along the Rodney Street frontage; and
 - (f) Matters of discretion IX.8.1(1) (a) - (f) apply in addition to the matters of discretion in E38.12.1.

- (2) Development that exceeds 750 dwellings:
 - (a) Effects of traffic generation on the safety and operation of the surrounding road network;
 - (b) Effects on pedestrian and cyclist connectivity and safety; and
 - (c) Effects on public transport.

- (3) Infringement to standard IX.6.24A Road Design 35.13
 - (a) The design of the road, and associated road reserve and whether it achieves policies IX.3(1), (2) and (3).
 - (b) Design constraints.
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

- (4) Infringements to Standard IX6.43 Riparian Margins: 35.14
 - (a) Effects on water quality and stream habitat.

- (5) Infringements to Standard IX6.54 Stormwater Quality: 35.15
 - (a) Matters of discretion E9.8.1(1) apply.

- (6) Infringements to Standard IX6.65 Subdivision of sites within the Large Lot Zone: 35.16
 - (a) Matters of discretion E38.12.1(7) apply.

- (7) Infringements to Standard IX6.76 Subdivision of sites within the ~~Mixed Housing~~ Suburban Single House Zone: 35.17
 - (a) Matters of discretion E38.12.1(7) apply.

- (8) Infringement of standard IX.6.87 – Development within 60m of the rail corridor 35.18
 - (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.

(9) Infringement of standard IX.6.98-Building setback along the North Auckland Line:

- (a) Effects on the safe operation of the North Auckland Line, by providing for buildings on adjoining sites to be maintained within their site boundaries; and
- (b) Effects on pedestrian and cyclist connectivity and safety.

IX.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

(1) Subdivision, and new building prior to subdivision, including private roads:

Location of roads and other transport connections

- (a) Whether the collector road, key local roads (including open space edge roads) and key active mode connections are provided generally in the location shown on IX.10.1 Wellsford North: Precinct Plan 1 to achieve a highly connected street layout and active mode network that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
 - i. Landowner patterns the presence of natural features, natural hazards, contours or other constraints and how this impacts the placement of roads and active mode connections;
 - ii. The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
 - iii. The constructability of roads and the ability for them to be delivered by a single landowner and connected beyond any property boundary within the precinct.
- (b) Whether a high quality and integrated network of local roads (including the collector road) is provided within the precinct that has a good degree of accessibility and supports a walkable street network. Whether roads and active mode connections are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.
- (c) Whether sufficient land has been reserved to enable the development of a single lane roundabout at the intersection between Rodney Street and the new collector road in accordance with Appendix 2: Indicative Rodeny Street Roundabout Design.

Design of Roads

- (d) Whether the design of new collector roads and local roads and the upgrade of existing roads accord with the road design details provided in IX.11.1 Wellsford North: Appendix 1: Road Function and Design Elements Table.
- (e) Whether Rodney Street (State Highway 1) is designed to an urban standard and enables the walking and cycling connection identified in Precinct Plan 1 along Rodney Street to connect with the existing Wellsford urban environment.

Open space network

- (f) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.
- (g) Whether existing mature Totara trees are retained where possible;

Stormwater and flooding

- (h) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14).
- (i) The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation, ongoing viability and maintenance, and integration with the surrounding environment including the road corridor where relevant.

Landscape Buffer

- (j) Whether the landscape buffer strip is provided generally in the location shown on IX.10.1 Wellsford North: Precinct Plan 1 to achieve a buffer between Rodney Street and development within the Wellsford North Precinct. As a guide the landscape buffer strip should be a minimum of 5m in width.

(2) Development that exceeds 750 dwellings:

- (a) A proposal that exceeds 750 dwellings be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.
- (b) Whether the transport network at the intersection of the main collector road and State Highway 1 can operate safely and efficiently during all periods, with all movements operating no worse than Level of Service (LOS) D.
- (c) Whether safe connections can be achieved to public transport services, schools and community facilities within Wellsford.
- (d) Whether the Northern Bypass is under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application.

(3) Infringement to standard IX.6.24A Road Design

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies IX.3(1), (2) and (3).
- (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(4) Infringement to standard IX.6.43 Riparian Planting: 35.21

- (a) Whether the infringement is consistent with Policy IX.3(11).

(5) Infringement to standard IX.6.5 Stormwater Quality:

- (a) Assessment criteria E9.8.2(1) apply.
- (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (10) and (12) – (14).
- (c) Whether a water sensitive approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.

(6) Infringements to IX6.65 Subdivision of sites within the Large Lot Zone: 35.22

- (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.

(7) Infringements to IX6.76 Subdivision of sites within the Mixed Housing Suburban Single House Zone: 35.23

- (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.

(8) Infringement of standard IX.6.87 Activities sensitive to noise within 60m of the rail corridor 35.24

- (a) Whether activities sensitive to noise adjacent to the railway corridor are designed to protect people’s health and amenity while they are indoors, and whether such activities unduly constrain the operation of the railway corridor. This includes:

- (i) the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor;
- (ii) the extent of non-compliance with the noise standard and the effects of any non-compliance;
- (iii) the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and
- (iv) Any noise management implications arising from technical advice from an acoustic rail noise expert and KiwiRail.

(9) Infringement of standard IX.6.98 Safe operation of the North Auckland Line

35.25

- (a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Auckland Line, including:
 - (i) the size, nature and location of the buildings on the site;
 - (ii) the extent to which the safety and efficiency of railway operations will be adversely affected;
 - (iii) any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Auckland Line; and
 - (iv) Any implications arising from advice from KiwiRail.

IX.9 Special information requirements

(1) Riparian planting plan

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

(2) Activities sensitive to noise proposed within 60m of the rail corridor which infringe Standard IX.6.87 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.945:

35.26

- a) Evidence of consultation with KiwiRail and its responses to that consultation.

(3) Transport Design Report

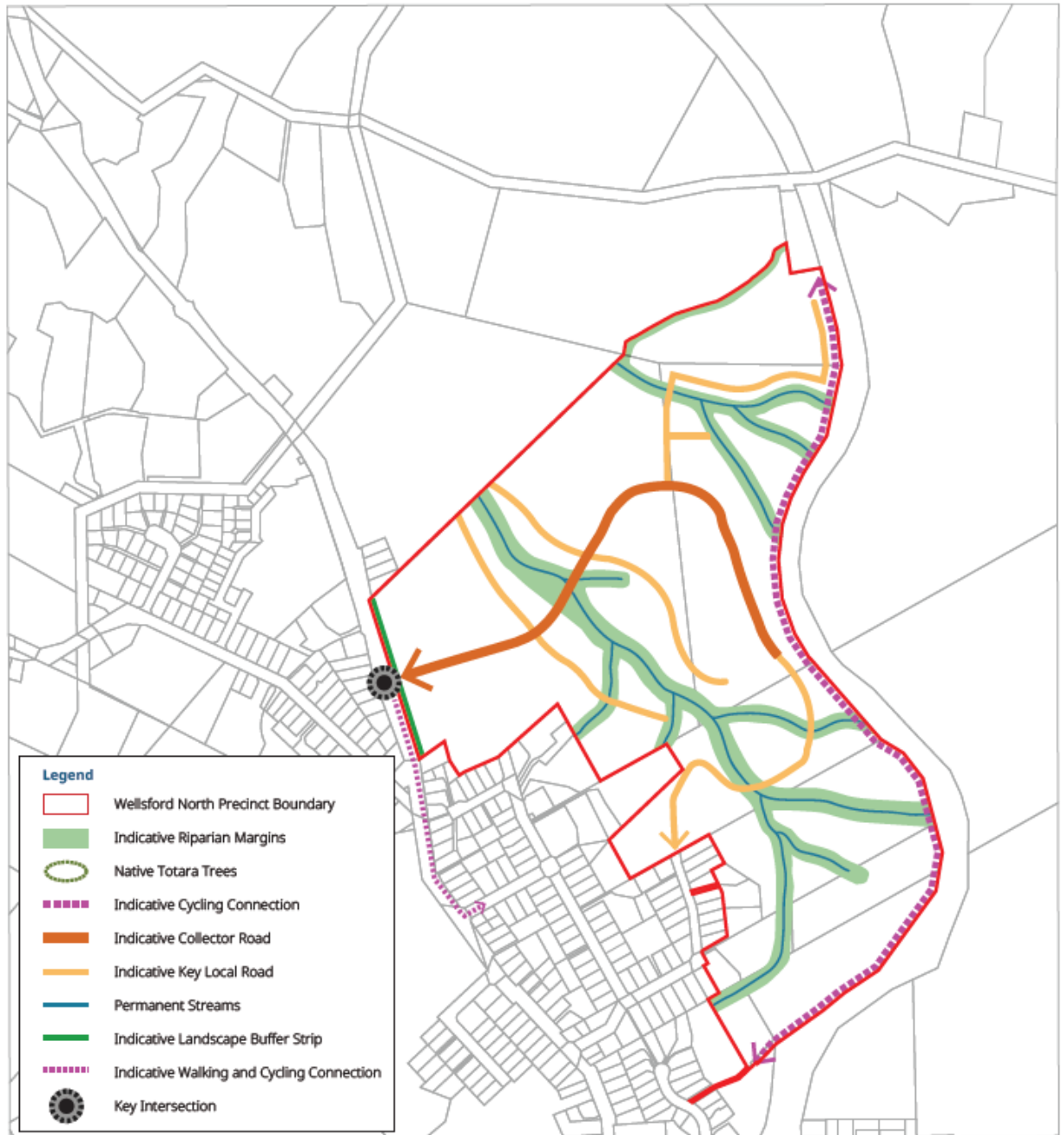
Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a

Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

IX.10 Precinct Plans

Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network



IX.11 Appendices

Appendix 1: Road Function and Design Elements Table

Road Function and Required Design Elements Table										
Road Name	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes	Speed Limit	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Collector Road	Collector	26m	2	50	No	Yes	Yes	Yes On-street parking (interspersed between trees)	Yes Both sides	Yes Both sides
Local Road	Local	16m	2	30	No	No	No	Yes On-street parking (interspersed between trees)	Optional	Yes Both sides
Open Space Edge Local Road	Local	16m (note 3)	2	30	No	No	No	One side only	Optional	Both sides, but one may be able to be provided within reserve rather than the road

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.

Note 2: Carriageway and intersection geometry capable of accommodating buses.

Note 3: Width of Open Space Edge Roads may be reduced to 14m where pedestrian provision for one side of the road can be made within the adjoining reserve.

Appendix 2: Indicative Rodney Street Roundabout Design





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**FORM 5
SUBMISSION FROM WAKA KOTAHI TO PROPOSED PLAN CHANGE 92 (PRIVATE) - WELLSFORD
NORTH, BY WELLSFORD WELDING CLUB LIMITED UNDER SCHEDULE 1 RESOURCE MANAGEMENT
ACT 1991**

12 October 2023

Auckland Council
Plans and Places
Private Bag 92300
Auckland 1142
Attn: John Duguid – Manager, Plans and Places

Email: unitaryplan@aucklandcouncil.govt.nz

Name of submitter: The New Zealand Transport Agency (Waka Kotahi)

This is a submission on Proposed Plan Change 92 (Private) – Wellsford North (**PPC 92 or the PPC**) which seeks to rezone approximately 72ha of land in the north-eastern edge of Wellsford. The PPC seeks to rezone from a combination of Rural Production, Future Urban, Countryside Living and Single House Zoning to a range of residential zonings (Rural – Countryside Living, Residential – Single House, Residential – Mixed Housing Suburban and Residential – Large Lot Zone) plus, a small Business – Neighbourhood Centre Zone located in the western centre of the PPC area.

Waka Kotahi wishes to be heard in support of this submission.

If others make a similar submission, Waka Kotahi may consider submitting a joint case.

Waka Kotahi could not gain a trade advantage through this submission.

Waka Kotahi role and responsibilities

Waka Kotahi is a Crown Entity established by Section 93 of the Land Transport Management Act 2003 (**LTMA**). The objective of Waka Kotahi is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi roles and responsibilities include:

- Managing the state highway system, including planning, funding, designing, supervising, constructing, maintaining and operating the system.
- Managing funding of the land transport system, including auditing the performance of organisations receiving land transport funding.
- Managing regulatory requirements for transport on land and incidents involving transport on land.
- Issuing guidelines for and monitoring the development of regional land transport plans.

Waka Kotahi has a role in the delivery of the Emission Reduction Plan / Te hau mārohi ki anamata (ERP) and the National Adaptation Plan (Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi). Within these plans are several key policies and targets for adapting to and mitigating the effects of Climate Change. The integration of land use and transport will be key in reducing emissions and ensuring the transport system is resilient.

Waka Kotahi interest in this proposal stems from its role as:

- A transport investor to maximise effective, efficient and strategic returns for New Zealand;
- A planner of the land transport network to integrate one effective and resilient network for customers;
- Provider of access to and use of the land transport system to shape smart efficient, safe and responsible transport choices; and
- The manager of the State Highway system and its responsibility to deliver efficient, safe and responsible highway solutions for customers.

Government Policy Statement on Land Transport

Waka Kotahi also has a role in giving effect to the Government Policy Statement on Land Transport (GPS). The GPS is required under the LTMA and outlines the Government's strategy to guide land transport investment over the next 10 years. The four strategic priorities of the GPS 2021 are safety, better travel options, climate change and improving freight connections. A key theme of the GPS is integrating land use, transport planning and delivery. Land use planning has a significant impact on transport policy, infrastructure and services provision, and vice versa. Once development has happened, it has a long-term impact on transport. Changes in land use can affect the demand for travel, creating both pressures and opportunities for investment in transport infrastructure and services, or for demand management.

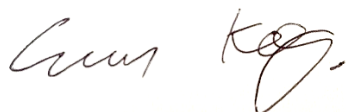
To deliver on Government Outcomes (including NPS-UD, GPS), Waka Kotahi has developed and is developing a number of strategies and plans relevant to achieving integrated planning outcomes, including Arataki – our 30-year Plan, Toitū Te Taiao – Our Sustainability Action Plan, and our Urban development Position Statement.

Decision Sought

Waka Kotahi is **neutral** with regard to Proposed Plan Change 92 but seeks amendments to the plan change and further information which are addressed in Table 1 below. Waka Kotahi also seeks any other alternative relief that satisfies our concerns. To discuss this submission, please contact Ashleigh Peti at ashleigh.peti@nzta.govt.nz.

36.1

Signature of the person authorised to sign on behalf of the submitter:



Evan Keating

Principal Planner – Poutiaki Taiao / Environmental Planning

Address for service:

Waka Kotahi, NZ Transport Agency

Contact Person: Ashleigh Peti

Email: ashleigh.peti@nzta.govt.nz

Table 1: NZ Transport Agency Submission to Proposed Plan Change 92 (Private) – Wellsford North

Sub #	Provision	Reason for Submission	Relief Sought	
1	Entire Plan Change	<p>Northern PPC Parcels It is unclear why the northern parcels of land have been included in the PPC but not in the structure plan or proposed precinct provisions.</p>	Provide clarification as to why Lot 1 DP 69586 and Pt Allot 117A Psh Of Oruawharo SO 7143 are not included in the structure plan or proposed precinct provisions.	36.2
2	Entire Plan Change	<p>Proposed Neighbourhood Centre The provision of a Neighbourhood Centre Zone is supported as it will provide local services and potentially reduce travel into Wellsford town centre.</p>	Retain the proposed Business - Neighbourhood Centre Zone.	36.3
3	Entire Plan Change	<p>Alignment with the Emissions Reduction Plan (ERP) The Section 32 Assessment supporting this PPC makes no mention of the ERP or associated outcomes relating to the transport section despite it being a mandatory consideration under Section 74 of the Resource Management Act. There is also no mention of Vehicle Kilometres Travelled (VKT) reduction.</p>	Amend the Section 32 Assessment to include an assessment against the ERP.	36.4
4	Entire Plan Change	<p>Alignment with the Future Development Strategy for Auckland Auckland Council has recently developed a Future Development Strategy (FDS) under the National Policy Statement on Urban Development. This is currently in draft but is likely to be adopted by Council by the end of the year. The FDS will replace the current Future Urban Land Supply Strategy (FULSS) and the current Development Strategy (located in the Auckland Plan 2050). As part of this process, the timing of development for Future Urban areas has been reviewed which proposes that the PPC site should not be urbanised before 2030. Acknowledging that the FDS has not yet been adopted, an assessment of the draft FDS and</p>	Undertake an assessment of the PPC against the FDS.	36.5

		the associated change in timing, including infrastructure planning and delivery should be made.	
5	Integrated Transportation Assessment (ITA), Proposed Precinct Provisions and Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct	<p>Walking and cycling</p> <p>The new path proposed along the site frontage from the new intersection on Rodney Street (SH 1) through to Tobruk Road, while mentioned in the proposed precinct provisions and ITA, does not stipulate a commitment to when it will be constructed.</p> <p>This connection should be provided prior to any subdivision or development to ensure that active mode trips can be undertaken from the PPC area from the outset.</p> <p>The expectation is that any proposed construction of the walking and cycling facility along the Rodney Street (SH 1) frontage, will be built to the latest Waka Kotahi walking and cycling guidance which is currently the Cycling network guidance (CNG) and Pedestrian network guidance (PNG).</p>	Amend Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct , to require the walking and cycling connection identified in Precinct Plan 1 along Rodney Street (State Highway 1) through to Tobruk Road, to be constructed prior to any subdivision and/or development.
6	ITA and Entire Plan Change	<p>Proposed Intersection</p> <p>We have assessed the intersection proposal and conclude that a controlled intersection (most likely a roundabout) is required to service this development. We note it is possible to serve some stages of development with a Right Turn Bay but the proposed threshold for a subsequent upgrade would be difficult to enforce and a staged approach is not supported.</p>	<p>Amend Column 2 in Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct to the following:</p> <p>“Construct Upgrade to the main collector road and State Highway 1 intersection:</p> <ul style="list-style-type: none"> Urban roundabout Right hand turn intersection with the main collector road and State Highway 1”.
7	ITA	<p>Bosher Road</p> <p>It is uncertain whether the properties that have frontage to Bosher Road (Lot 1 DP 69586 and Pt Allot 117A Psh Of Oruawharo SO 7143) will have direct access to Bosher Road. While the rezoning of said parcels will enable a relatively small scale of development, if they will have access to Bosher Road, then a traffic assessment of the</p>	Clarify whether the Bosher Road properties (and subsequently, internal access roads that connect to the wider PPC area/development) will have direct access to Bosher Road and if so, amend the ITA accordingly to demonstrate how the SH 1/Bosher Road access has been assessed and whether any upgrades to it are required.

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		Bosher Road/SH 1 Intersection will be required and should be included in the ITA.	
8	ITA	<p>Warkworth to Wellsford (WW2W) As it currently stands, there is no funding or delivery commitment that this project will be delivered, therefore, development of the PPC area could occur before this project is constructed.</p> <p>The ITA has relied on modelling that assumes that the project will be delivered.</p>	Update the ITA and any other references to WW2W to acknowledge that this project is unlikely to be completed before the development enabled by the plan change is implemented. Provide additional modelling to the ITA demonstrating the future network operation as it is without any consideration of the WW2W project.
9	ITA	<p>Appendix A Acknowledging that the design is conceptual, the design does not show sufficient detail for how walking and cycling will be incorporated.</p>	Demonstrate how design features (walking and cycling facility and raised centre island on the main collector road) will be achieved if a roundabout (or equivalent) is determined to be the preferred safe system intersection treatment.
10	Proposed Precinct provisions	<p>Activities sensitive to noise and vibration adjacent to the state highway Waka Kotahi notes that noise provisions have been captured in the proposed precinct provisions for activities sensitive to noise adjacent to the railway corridor. Waka Kotahi also seeks that similar provisions are captured in the precinct provisions that consider the effects of state highway noise. Vehicles on state highways can produce adverse effects that extend beyond the state highway boundary such as noise and vibration. There is a shared responsibility for managing reverse sensitivity effects. Where new or altered noise sensitive activities are proposed near existing state highways, the onus falls with Waka Kotahi to address noise effects, Council (to include appropriate controls) and landowners and developers to implement them. The PPC area has approximately 1km of frontage to State Highway 1 and it is important that noise sensitive activities developed in this vicinity are built with the appropriate</p>	<p>Amend the proposed precinct to include provisions which require protection of sensitive receivers from vibration effects, this may include a building setback and/or an increase in the width of the proposed landscape buffer strip.</p> <p>AND</p> <p>Amend the proposed precinct provisions to include the following rule and make consequential amendments to objectives, policies and other relevant provisions:</p> <p>“IX.6.XX Activities sensitive to noise within 50m of the state highway road corridor.</p> <p>a) Any noise sensitive activities on the site that are located in or partly within 50m of the sealed edge of the state highway carriageway must be designed, constructed and maintained to achieve:</p> <ul style="list-style-type: none"> • An indoor design noise level of 40 dB L_{Aeq(24hr)} inside all habitable spaces.

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		<p>mitigations to manage noise effects resulting from the normal operation of the state highway.</p>	<ul style="list-style-type: none">• Road-traffic vibration levels complying with class C of NS 8176E: 2005. <p>b) If windows must be closed to achieve the design noise levels in condition (a), the building must be designed, constructed and maintained with ventilation and cooling system. For habitable spaces the system must achieve the following:</p> <ul style="list-style-type: none">i. Ventilation must be provided to meet clause G4 of the New Zealand Building Code. At the same time, the sound of the system must not exceed 30 dB $L_{Aeq(30s)}$ when measured 1m away from any grille or diffuser.ii. The occupant must be able to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour. At the same time, the sound of the system must not exceed 35 dB $L_{Aeq(30s)}$ when measured 1m away from any grille or diffuser.iii. The system must provide cooling that is controllable by the occupant and can maintain the temperature at no greater than 25°C. At the same time, the sound of the system must not exceed 35 dB $L_{Aeq(30s)}$ when measured 1m away from any grille or diffuser. <p>c) A design report prepared by a suitably qualified and experienced acoustics specialist must be submitted to the council demonstrating compliance with conditions I and II prior to construction or alteration. The design must take into account the future permitted use of the state highway; for existing roads this is achieved by the addition of 3 dB to existing measured or predicted noise levels”.</p> <p>*The rule above is based on the existing 70kph speed environment on State Highway 1 (Rodney Street). Should a lesser speed limit (50 kph) adjacent to the PPC area be enforced, then the 50m effects area as mentioned in (a) above, would be reduced to 40m.</p>
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<p>11</p>	<p>Stormwater Management Plan (SMP) and Entire Plan Change</p>	<p>Stormwater</p> <p>There is a lack of evidence provided regarding flood effects on the state highway corridor. Furthermore, the PPC’s SMP does not adequately address post-development stormwater management or its downstream effects.</p> <p>The applicant has not proposed any flood mitigation measures for the state highway corridor, despite its vulnerability to potential inundation.</p> <p>While there may be an existing issue of flooding within the state highway, there should be no additional effects on the state highway network and the development should manage all effects within the development site.</p> <p>Additionally, external catchment development flows must adhere to hydraulic neutrality requirements.</p> <p>It remains unclear whether the proposed flood mitigation measures will have any adverse effects downstream, particularly on Waka Kotahi’s infrastructure, which encompasses a nationally significant road corridor.</p>	<p>Update the SMP and further engage with Waka Kotahi and Auckland Council’s Healthy Waters team to discuss this issue. To assist with this, the following information is required as a minimum:</p> <ol style="list-style-type: none"> 1. Detailed information on the depth-velocity flood hazard assessment for all culvert crossing locations, considering potential flooding scenarios (2, 10, 100-year events) for both pre and post-development conditions. 2. Further elaboration on the post-construction effects under full-development scenarios relevant to the state highway. For instance, we require information on water table fluctuations resulting from future detention basins and their impacts on the base course (including aspects related to embankments, geotechnical considerations, and structural implications).
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12 October 2023

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Proposed Private Plan Change 92 - Wellsford North

Please find attached Auckland Transport's submission on Proposed Private Plan Change 92 Wellsford North. The applicant is the Wellsford Welding Club Limited.

If you have any queries in relation to this submission, please contact me at katherine.dorofaeff@at.govt.nz or on 021 932 722.

Yours sincerely



Katherine Dorofaeff
Principal Planner, Spatial Planning and Policy Advice

cc:
Nick Roberts and Rebecca Sanders, Barker and Associates Ltd
by email RebeccaS@barker.co.nz; NickR@barker.co.nz

Submission by Auckland Transport on Private Plan Change 92: Wellsford North

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 92 from the Wellsford Welding Club Limited for land located at State Highway 1 (Rodney Street) and Monowai Street, Wellsford

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 The Wellsford Welding Club Limited (**the applicant**) is seeking a private plan change (**PC92 or the plan change**) to the Auckland Unitary Plan - Operative in Part (**AUP(OP)**) to rezone approximately 72ha of land (**the site**) at Wellsford North from a mix of Future Urban, Residential - Single House, Rural - Countryside Living and Rural Production zonings to a combination of residential zones (Residential - Large Lot, Single House, and Mixed Housing Suburban) with a small neighbourhood centre (zoned Business - Neighbourhood Centre) and an area of Rural - Countryside Living in the north. The plan change also proposes a precinct applying to approximately 62ha of the site. The applicant has advised that the plan change provides for approximately 650 to 800 dwellings supported by a small (0.9ha) neighbourhood centre.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:
- a. The planning and funding of most public transport, including bus, train and ferry services
 - b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle)
 - c. Operating the roading network
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Urban development on greenfield land not previously developed for urban purposes generates transport effects and needs transport infrastructure and services to support construction, land use activities and the communities that will live and work in these areas. Auckland Transport's submission seeks to ensure that the transport related matters raised by PC92 are appropriately considered and addressed.

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

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

2. Strategic context

- 2.1 The key overarching considerations and concerns for Auckland Transport are described below.

Auckland Plan 2050

- 2.2 The Auckland Plan 2050 (**Auckland Plan**) is a 30-year plan outlining the long-term strategy for Auckland's growth and development, including social, economic, environmental and cultural goals². The Auckland Plan provides for between 60 and 70 per cent of total new dwellings to be built within the existing urban footprint. Consequently, between 30 and 40 per cent of new dwellings are anticipated to be in greenfield developments, satellite towns, and rural and coastal towns. Wellsford is identified in the Auckland Plan as a rural settlement.
- 2.3 The transport outcomes identified in the Auckland Plan include providing better connections, increasing travel choices and maximising safety. To achieve these outcomes, focus areas outlined in the Auckland Plan include targeting new transport investment to the most significant challenges; making walking, cycling and public transport preferred choices for many more Aucklanders; and better integrating land use and transport. The high-level direction contained in the Auckland Plan informs the strategic transport priorities to support growth and manage the effects associated with this plan change.
- 2.4 The Council is considering feedback on a Draft Tāmaki Makaurau Future Development Strategy. Once finalised, the Future Development Strategy will replace the current Development Strategy in the Auckland Plan 2050 as well as the Future Urban Land Supply Strategy 2017 (mentioned below).

Managing Auckland-wide growth and rezoning

- 2.5 The Auckland Plan and the Future Urban zone in the AUP(OP) identify the high level spatial pattern of future development at a regional scale. Sub-regional planning, including structure plans, further define the location and form of future development. Plan change processes then enable the growth. Part of the site (approximately 38ha) is zoned Future Urban and is therefore identified for growth.
- 2.6 The growth in transport demands across Auckland comes from development in greenfield areas as well as from the smaller scale incremental intensification enabled through the AUP(OP). There is a need to support the movement of the additional people, goods and services resulting from the widespread growth. This increases pressure on the available and limited transport resources. A high level of certainty is needed about the funding, financing and delivery of transport infrastructure and services if the growth enabled by the AUP(OP) and plan changes is to be aligned with the required transport infrastructure and services. Otherwise there will continue to be a significant deficiency in the ability of the transport network to provide and co-ordinate transport responses to dispersed growth across the

² The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2009.

region. This results in poor transport outcomes including lack of travel choice and car dependency.

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

- 2.7 The Future Urban Land Supply Strategy 2017 (**FULSS**) provides guidance on the sequencing and timing of future urban land identified in the Auckland Plan (i.e. 'unzoned' greenfield areas of development). This guidance was incorporated into the updated Auckland Plan in 2018. As noted above, the Council has commenced consultation on a Draft Future Development Strategy to replace the current **FULSS**.
- 2.8 The site includes some (i.e. approximately 38ha) of the Future Urban zoned land at Wellsford. The **FULSS** identifies 109ha of future urban land at Wellsford as intended to be 'development ready' between 2023 and 2027. Land is considered development ready once the following four steps are complete:
- Future urban zoned land in the Unitary Plan
 - Structure planning completed
 - Land rezoned for urban uses
 - Bulk infrastructure provided.
- 2.9 Plan changes which allow future urban land to be urbanised need to be carefully considered in the context of the wider staging and delivery of planned transport infrastructure and services. Any misalignment in timing between urbanising greenfield areas and providing infrastructure and services brings into question whether the proposed development area is 'development ready'. The matters that need to be carefully considered include:
- Whether the plan change includes mechanisms requiring applicants to mitigate the transport effects associated with their development and to provide the transport infrastructure needed to service or meet the demands from their development.
 - Whether the development means that any strategic transport infrastructure being planned to service the wider growth area identified in the **FULSS** needs to be provided earlier.
 - Whether the development impacts the ability to provide any strategic transport infrastructure identified to service the wider growth area e.g. will it foreclose route options or hinder future upgrades of existing strategic transport infrastructure.
- 2.10 The need to coordinate urban development with infrastructure planning and funding decisions is highlighted in the objectives of the National Policy Statement on Urban Development 2020 (**NPS-UD**). Those objectives 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.'

2.11 The Regional Policy Statement (**RPS**) objectives and policies in the AUP(OP) place similar clear 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 B3.3.1(1)(b), and Policies B2.2.2(7)(c) and B3.3.2(5)(a). For example, 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'*. The alignment of infrastructure to support growth is essential to achieving a well-functioning urban environment.

2.12 The Regional Land Transport Plan (**RLTP**) sets out the 10-year programme of transport infrastructure investment required to support the transport network including planned and enabled growth in the Auckland region. The RLTP is aligned with the Council's priority areas and the spend proposed within the Council's 10 Year Budget 2021-2031. Within the current RLTP 2021-2031 there are no Auckland Transport projects identified for Wellsford. There is funding for property and investigation for the Waka Kotahi Warkworth to Wellsford designation.

3. Specific parts of the plan change that this submission relates to

3.1 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport and transport assets, including integration between transport and land use. Issues raised include:

- Lack of public transport to service subdivision and development in this location;
- Need for acoustic mitigation to mitigate potential road traffic noise effects for sensitive activities located adjacent to the Rodney Street / State Highway 1 arterial;
- Extension of urban development into land currently zoned Rural - Countryside Living; and
- Aligning subdivision and development with the provision of transport infrastructure - including support for provisions which are consistent with this outcome.

3.2 Auckland Transport is **not opposed** to the plan change **if** the matters raised in **Attachment 1** are satisfactorily addressed by the Applicant.

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

4. Decisions sought

4.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**.

4.2 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.

5. Appearance at the hearing

5.1 Auckland Transport wishes to be heard in support of this submission.

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

Name: Auckland Transport

Signature:



Rory Power
Spatial Planning Manager

Date: 12 October 2023

Contact person: Katherine Dorofaeff
Principal Planner - Spatial Planning and Policy Advice

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 932 722

Email: katherine.dorofaeff@at.govt.nz

Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Overall	Oppose	<p>The plan change will enable development in a rural settlement which does not have frequent public transport services and where there is no Auckland Transport funding available to improve the services. For this reason the plan change does not give effect to some NPS-UD and RPS objectives and policies relating to public transport. In particular it will not:</p> <ul style="list-style-type: none"> • enable more people to live or be located in areas of an urban environment that is well-serviced by existing or planned public transport (NPS-UD Objective 3(b)) • have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport (NPS-UD Policy 1(c)) • enable 'improved and more effective public transport' (AUP RPS Objective B2.2.1(1)(d)) • achieve 'effective, efficient and safe transport that ... facilitates transport choices ... and enables accessibility and mobility for all sectors of the community.' (AUP RPS Objective B3.3.1(1)(e)) • encourage 'land use development and patterns that reduce the rate of growth in demand for private vehicle trips, especially during peak periods' (AUP RPS Policy B3.3.2(5)(b)). <p>Given the public transport deficiencies, the plan change will be limited in the extent to which it can 'promote the health, safety and well-being of people and communities by ... 'enabling walking, cycling and public transport and minimising vehicle movements' (AUP RPS Policy B2.3.2(2)(b)).</p>	<p>Take into account the public transport deficiencies and assess the proposal against the NPS-UD and RPS objectives and policies relevant to public transport and transport choice.</p>
Overall	Oppose	<p>Amendments are needed to the plan change to address concerns raised by Auckland Transport about transport matters. These matters need to be addressed before Auckland Transport can be satisfied that appropriate provision has been made to ensure that the transport needs of the precinct can be met and that future strategic transport infrastructure is provided for and protected.</p>	<p>Decline the plan change unless the matters set out in this submission, as outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.</p>

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested	
		It is essential to ensure the plan change addresses how the provision of infrastructure to support the planned growth, mitigate adverse transport effects and a well-functioning urban environment will be achieved.		
Acoustic mitigation from traffic noise	Oppose	The plan change will enable residential development adjacent to an existing arterial road (Rodney Street / State Highway 1). Residential activity is sensitive to noise and development should be designed to protect people's health and residential amenity while they are indoors. This is not currently adequately addressed by existing AUP(OP) provisions. Relevant objectives, policies and rules should be provided.	Amend the plan change by including precinct provisions (objectives, policies and rules) to require that future residential developments and alterations to existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the Rodney Street / State Highway 1 arterial.	37.4
Zoning	Oppose	Some of the land proposed for rezoning for urban development is currently zoned Future Urban. However some is zoned Rural - Rural Production, or Rural - Countryside Living. The inclusion of the additional land, not currently zoned Future Urban, extends urban development into areas where it is more difficult to provide road connections given the location of streams.	<p>Amend the plan change to retain the existing Rural - Rural Production zoning of land proposed to be rezoned Residential - Large Lot.</p> <p>Amend the plan change to reduce the extent of the rezoning of land from Rural - Countryside Living to Residential - Large Lot. Limit the rezoning to the extent needed to provide for the road connection through to Monowai Street.</p> <p>Make consequential amendments to the precinct provisions as required.</p>	37.5
IX.2 Objective 4	Support	Objective 4 is consistent with integrating subdivision and development with effective, efficient and safe transport.	Retain Objective 4	37.6
IX.2 Objective 5	Support	The outcome sought in Objective 5 is critical to integrating subdivision and development with transport infrastructure.	Retain Objective 5	37.7
IX.2 Objective 9	Support in part	The protection of activities sensitive to noise from the operation of strategic transport networks should not be limited to activities adjacent to the rail corridor. Similar protection should be provided to sensitive activities adjacent to the arterial road. This is required to protect people's health and amenity while they are indoors.	<p>Amend Objective 9 as follows:</p> <p>'Activities sensitive to noise adjacent to the rail corridor <u>or arterial roads</u> are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor.'</p>	37.8
IX.2 Policies 1 to 4	Support	Policies 1 to 4 are needed to ensure and require appropriate transport infrastructure to be provided to service subdivision and development.	Retain Policies 1 to 4	37.9

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
IX.2 Policy 8	Support	Policy 8 is consistent with integrating subdivision and development with effective, efficient and safe transport.	Retain Policy 8
IX.2 Policy 11	Support in part	The protection of activities sensitive to noise from the operation of strategic transport networks should not be limited to activities adjacent to the rail corridor. Similar protection should be provided to sensitive activities adjacent to the arterial road. This is required to protect people's health and amenity while they are indoors.	Amend Policy 11 as follows: 'Ensure that activities sensitive to noise adjacent to the railway corridor <u>or arterial roads</u> are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.'
Table IX.4.1 Activity table (A1) and (A4)	Support	It is appropriate to apply a restricted discretionary status to 'new buildings and development prior to subdivision, including private roads' and to 'subdivision including private roads' subject to the inclusion of assessment matters which address transport.	Retain (A1), and (A4) (the A4 applying to 'subdivision including private roads') in Table IX.4.1 Activity table
Table IX.4.1 Activity table (A2) and (A4)	Support in part	It is appropriate to apply a non-complying activity status to subdivision and / or development that does not comply with the standard about staging development with transport upgrades. The transport upgrade identified is critical to supporting and servicing subdivision and development within the precinct. However as only one upgrade is specified in Table IX.6.1.1 the specific reference to row(a) is not required.	Retain the non-complying activity status applying in Table IX.4.1 Activity table (A2 and A4) to subdivision and / or development that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades
Table IX.4.1 Activity table (A2B) and (A5)	Support	Is appropriate to apply a restricted discretionary status to subdivision and / or development that does not comply with the road design standard. Modifications of design can be acceptable but need to be assessed.	Retain (A2B) and (A5) in Table IX.4.1 Activity table
IX.5 Notification (1)	Support	It is appropriate to apply the normal tests for notification, particularly for subdivision and development which has effects on the transport network.	Retain Standard IX.5 Notification (1)
IX.6.1 Staging of Development with Transport Upgrades	Support in part	The requirement to provide transport upgrades in conjunction with the subdivision and development is consistent with integrating development with effective, efficient and safe transport. To better match the content of the standard, the heading should be amended to 'Staging of <u>subdivision and</u> development with transport upgrades'.	Amend the heading of Standard IX.6.1 to read 'Staging of <u>subdivision and</u> development with transport upgrades'. Make consequential amendments to cross-references elsewhere in precinct provisions. Amend the second bullet point in the purpose statement for Standard IX.6.1 Staging of Development with Transport Upgrades, to refer to the relevant policies within the Wellsford North Precinct.

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		The policies referenced in the second bullet point are in the I452 Waihoehoe Precinct and need to be replaced with the relevant transport policies from the Wellsford North Precinct.	
Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct	Support in part	The requirement to upgrade the main collector road and SH1 intersection prior to any subdivision and / or development is consistent with integrating development with effective, efficient and safe transport infrastructure. However, while a right hand turn intersection may be acceptable initially, it is likely to require a further upgrade later on.	<p>Amend Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct, to require intersection of the collector road and Rodney Street / State Highway 1 to be constructed in its ultimate form (rather than as an interim right hand turn intersection) prior to any subdivision or development.</p> <p>Consequential deletion of provisions in the activity table (Table IX.4.1 Activity table (A2A)) and matters of discretion (IX.8.1 Matters of discretion (2)) and assessment criteria (IX.8.2 Assessment criteria (2)) will be required.</p>
Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct	Oppose in part	The walking and cycling connection identified along Rodney Street in Precinct Plan 1 should be included in Table IX.6.1.1 as this active mode connection is important for providing safe alternatives to private vehicle trips.	Amend Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct, to require the walking and cycling connection identified in Precinct Plan 1 along Rodney Street (State Highway 1) to be constructed prior to any subdivision and / or development.
IX.6.1A Road Design	Support	The requirement for any activity, development and /or subdivision to comply with the Road Function and Design Elements Table is consistent with integrating development with effective, efficient and safe transport infrastructure.	Retain Standard IX.6.1A Road Design
IX.8.1 Matters of discretion (1)	Support in part	The matters of discretion listed, particularly (a), (b), (d) and (f), identify matters relevant to assessment of transport effects associated with subdivision and / or development.	Retain IX.8.1 Matters of discretion (1)
IX.8.1 Matters of discretion (3)	Support in part	The matters of discretion listed identify matters relevant to assessment of infringements to the road design standard. However IX.3(4) should be added to the list of relevant policies as this policy refers specifically to the Road Function and Design Elements table in Appendix 1.	Amend IX.8.1 Matters of discretion (3)(a) as follows: 'The design of the road and associated road reserve achieves policies IX.3(1), (2), and (3) and (4). '
IX.8.2 Assessment criteria (1)(a)(iii)	Support in part	IX.8.2(1)(a)(iii) should be amended to recognise the need to construct roads which can be extended in the future to service the Future Urban zoned land to the north which is not included in the plan change.	Amend IX.8.2 Assessment criteria (1)(a)(iii) as follows: 'The constructability of roads and the ability for them to be delivered by a single landowner and connected beyond any property boundary within the precinct <u>and / or to adjacent land zoned Future Urban</u> '.

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
IX.8.2 Assessment criteria (1)(e)	Oppose in part	The assessment criteria relating to the design of Rodney Street (State Highway 1) needs to be amended to make it clear that an urban frontage upgrade is required and that the walking and cycling connection shown on Precinct Plan needs to be constructed, rather than 'enabled'.	Amend IX.8.2 Assessment criteria (1)(e) as follows: 'Whether <u>the portion of Rodney Street (State Highway 1) adjoining the precinct is designed and upgraded</u> to an urban standard and enables whether the walking and cycling connection identified in Precinct Plan 1 along Rodney Street <u>is constructed</u> to connect with the existing Wellsford urban environment.'
IX.8.2 Assessment criteria (1)(a) -(d), (i)	Support	Subject to the amendments sought above, the assessment criteria are appropriate for assessing the transport related effects and network requirements for subdivision and development.	Subject to the amendments sought elsewhere in this submission, retain IX.8.2 Assessment criteria (1)(a)-(d), (i).
IX.8.2 Assessment criteria (3)	Support in part	The assessment criteria listed are appropriate for assessing infringements to the road design standard. However IX.3(4) should be added to the list of relevant policies as this policy refers specifically to the Road Function and Design Elements table in Appendix 1.	Amend IX.8.2 Assessment criteria (3)(b) as follows: 'Whether the design of the road and associated road reserve achieves policies IX.3(1), (2), and (3) and (4). '
IX.9 Special information requirements (3)	Support	The requirement to provide a Transport Design Report and Concept Plans to support any new or upgraded key road intersection is consistent with integrating development with efficient, effective and safe transport infrastructure.	Retain IX.9 Special information requirements (3).
IX.10 Precinct Plans Precinct Plan 1 - Indicative Road and Open Space Network	Support in part	<p>Precinct Plan 1 identifies the indicative transport network and the key intersection. When used in association with the relevant standards and assessment criteria, the Precinct Plan supports the integration of development with effective, efficient and safe transport infrastructure, including for active modes.</p> <p>The transport network shown on the precinct plan is generally supported by precinct provisions requiring the network to be provided in conjunction with subdivision and development. The exception is the 'indicative cycling connection' shown along the rail line. The precinct provisions require a 'future strategic walking and cycling connection' to be provided for, by means of a building setback (see Standard IX.6.8 Building setback along the North Auckland Line). Including the 'indicative cycling</p>	Amend Precinct Plan 1 to rename the 'indicative cycling connection' adjacent to the rail line as 'building setback for future strategic walking and cycling connection'.

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		connection' on the precinct plan in the current manner is confusing as it may give the impression that it will be provided by the applicant.	
IX.10 Precinct Plans Precinct Plan 1 - Indicative Road and Open Space Network	Oppose in part	It is important to provide for future road connections into the adjoining Future Urban zoned land to the north at 374 Rodney Street. Precinct Plan 1 shows two indicative Open Space Edge Streets extending to this boundary. The Structure Plan provided to support the application shows an additional two roads extending to this boundary. These additional connections should be shown on the precinct plan, with associated provisions. This is consistent with integrating future development with effective, efficient and safe transport.	Amend Precinct Plan 1 to include some additional indicative local road connections at the boundary of the site and the adjacent Future Urban land to the north (at 374 Rodney Street). Amend precinct provisions to require local roads to be constructed within the precinct to connect at these points.
Appendix 1: Road Function and Design Elements Table	Oppose in part	The table supports the provision of effective, efficient and safe transport infrastructure by identifying the functions and design elements for the roads serving the subdivision and development enabled by PC92. However it does not include the requirement to urbanise Rodney Street / State Highway 1 alongside the site frontage, including the provision of pedestrian and cycle facilities.	Amend Appendix 1: Road Function and Design Elements Table, to include a requirement to urbanise Rodney Street / State Highway 1 alongside the site frontage, including the provision of pedestrian and cycle facilities.
Appendix 2: Indicative Rodney Street Roundabout Design	Oppose	Appendix 2 shows an Indicative Rodney Street Roundabout Design. The applicant has indicated that it does not intend to construct this intersection initially but may upgrade to this in the future. Elsewhere in this submission, Auckland Transport has sought that the ultimate intersection be constructed prior to subdivision and development. If this relief is granted, then Appendix 2 is not required and can be deleted as a consequential amendment. If this relief is not granted, then the roundabout design in Appendix 2 needs to be better integrated into the precinct provisions with a rule requiring land to be protected for this purpose. Currently the only reference to Appendix 2 within the precinct provisions is in Assessment Criteria IX.8.2(1)(c).	Delete Appendix 2: Indicative Rodney Street Roundabout Design, subject to amending the precinct provisions to require a full intersection to be constructed for Rodney Street (State Highway 1) / new collector road to be provided prior to subdivision and development. In the alternative, if the first request is not granted, then amend the precinct provisions to protect land for a future intersection upgrade.

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THE PLANNING
COLLECTIVE

Submission on Proposed Private Plan Change 92 – Wellsford North
Clause 6 of Schedule 1, Resource Management Act 1991 (Form 5)

To: **Auckland Council**

1. SUBMITTER DETAILS

Name of Submitter: **Ellper Holdings Limited**

This is a submission on Proposed Private Plan Change 92 (“PPC92”) to the Auckland Unitary Plan – Operative in Part (“AUP-OP”)

Ellper Holdings Limited could not gain an advantage in trade competition through this submission.

Ellper Holdings Limited owns the land at 9 and 11, 33 and 79 Worker Road and 226 School Road, Wellsford (legally described as Allot 126 PSH of Oruawharo, Lot 1 DP 41865, Part Lot2 DP 41865, Part Allot M125 PSH of Oruawharo, Part Allot E125 PSH of Oruawharo, Part Lot 3 DP 84140, Lot 4 DP 84140) – ‘the Ellper site’. Refer to aerial photograph in Figure 1 below.

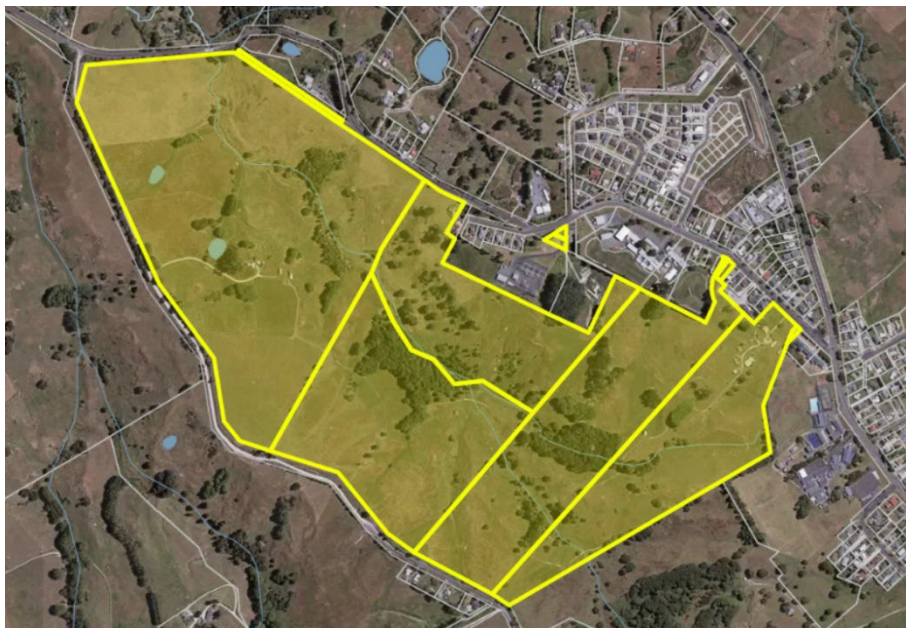


Figure 1 : Aerial Photograph of Ellper Holdings Land

The Ellper Site is zoned a mix of Rural -Countryside Living, Future Urban and Residential – Single House under the Auckland Unitary Plan – Operative in Part (AUP-OP). Ellper Holdings Limited are in the process of preparing a private plan change to rezone their land to a mix of Residential – Single House

zone and Residential – Large Lot zone (with a minimum site size of 2,500m²) including an extensive reserve network proposed through the middle of the land underneath the high voltage power lines that run through the site. A precinct will be proposed to ensure development of the land results in a well-functioning urban environment.

The submitter **OPPOSES** PPC92 for the reasons stated in the submission.

2. THE PLAN CHANGE REQUEST

PPC92 seeks to rezone approximately 72.06 hectares of land from a combination of Future Urban, Residential – Single House, Rural – Countryside Living and Rural Production zoned land in Wellsford North to a combination of residential zones (Residential – Large Lot, Residential – Single House and Residential – Mixed Housing Suburban zones) with a small Neighbourhood Centre (zoned Business – Neighbourhood Centre) and an area of Rural – Countryside Living in the north.

PPC92 also includes a precinct; the Precinct applies to the 62.3ha of the Plan Change area that is proposed to be rezoned Residential zones and Business – Neighbourhood Centre zone.

The rezoning proposal provides capacity for approximately 650 to 800 dwellings supported by a small (0.9ha) neighbourhood centre servicing the day-to-day needs of the community in the new development.

3. SUBMISSION

3.1 General

Ellper Holdings Limited are supportive of structure planning and subsequent rezoning of land for urban purposes in Wellsford.

It is considered essential that urbanisation in Wellsford provides for a high-quality urban environment which delivers the appropriate infrastructure and open space areas. It is essential that PPC92 achieves such outcomes.

Whilst rezoning the land for urban purposes is supported in principle, there are several matters of detail that are not supported meaning that the Request in its current form is opposed.

3.2 Yield

The documentation is confused when it comes to yield. The s32 report at section 5.1.2 states the following and that the resulting yield is some 650-800 dwellings:

Overview of the Proposed Zoning

This Proposed Plan Change seeks to rezone approximately 72.06 hectares of Future Urban, Residential – Single House, Rural – Countryside Living and Rural Production zoned land for urban development, which will comprise:

- 5.87 ha Residential – Mixed Housing Suburban (MHS) zone;
- 39.64 ha Residential – Single House (SH) zone;
- 17.04 ha Residential – Large Lot zone;
- 0.89 ha Business – Neighbourhood Centre (NC) zone; and
- 11.56 ha Rural – Countryside Living (RCL) zone.

The Proposed Wellsford North Structure Plan document included as part of PPC92 application refers to a 48.8ha of land covered by the plan change with the resulting yield being as per the figure below:

Table 1 Wellsford North Structure Plan yield estimates

	Area (Ha)	Possible Average Allotment Size (m2)	Possible Yield
Indicative Lower Density Residential	30.3	400	757
Indicative Medium Density Residential	5	200	250
Indicative Countryside Living	13.5	3000	45
Possible Total Yield	48.8	-	1052

It is vital that the yield is correctly determined and that the correct resulting yield has been used to inform expert reports; this is not currently the case. Without this degree of accuracy the technical reports and their subsequent findings regarding the effects of the proposed plan change, cannot be relied upon.

38.2

I would suggest that with 5.87ha of Residential – Mixed Housing Suburban land where the minimum site size is 300m² with three dwellings able to be constructed on a site as a permitted activity that the yield is much more than that identified in the figure above.

Further the figure above, uses a figure of 400m² for possible site size in the ‘indicative lower density residential’ which is assumed to refer to the Residential – Single House zone land which PPC92 through the precinct provisions has a minimum site size of 300m².

The indicative countryside living zone referred to in the figure above actually refers to the Residential – Low Intensity zone. There is no yield figures provided for the Rural – Countryside Living rezoning sought.

3.3 Statutory Assessment

There is no assessment of the draft Future Development Strategy (FDS) within the Plan Change documentation; the FDS seeks to push out the urbanisation of Future Urban land within Wellsford. The Plan Change should provide comment on the FDS.

38.3

There is also no comment on Plan Change 78 (PC78). There are submissions to PC78 seeking that the MDRS provisions apply to residential land within Wellsford because it is part of the urban environment. The Plan Change should provide comment on PC78. This is relevant in terms of capacity and demand.

The Future Urban Land Supply Strategy (“FULSS”) states that the Future Urban zoned land in Wellsford could accommodate 832 dwellings and identifies the land as ‘*Development ready*’ between 2023-2027 (2nd half, Decade one). This figure is over the entire Future Urban zoned land area within Wellsford. PPC92 seeks to provide between 650 and 800 houses; confirmation is required that the provision of up to 800 houses within PPC92 will not result in any infrastructure capacity constraints for the other identified Future Urban Zoned land within Wellsford. This is important in terms of equity, fairness, future planning and infrastructure efficiency.

3.4 Rezoning to Countryside Living

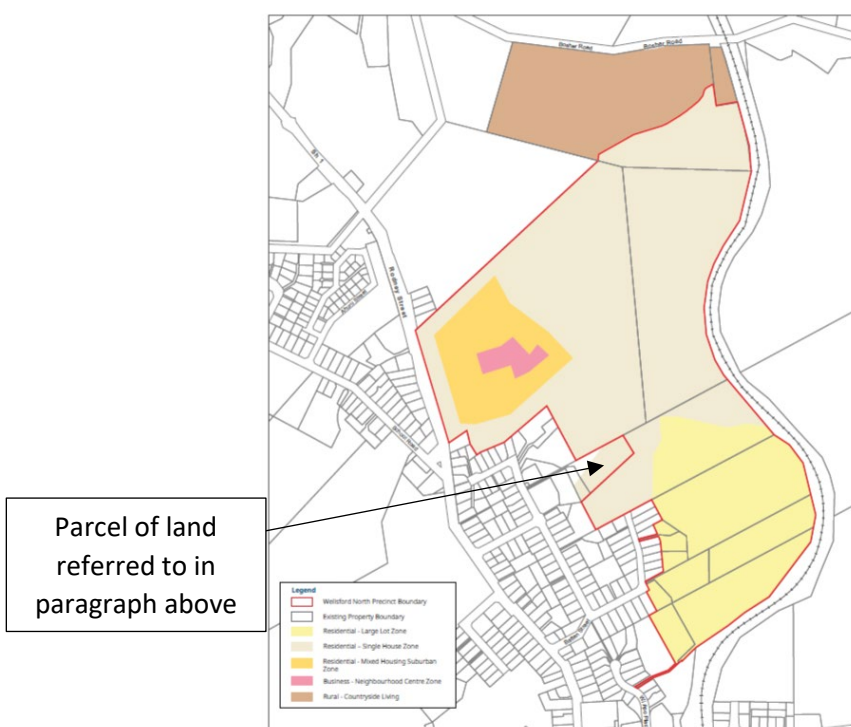
The technical reports do not assess the effects associated with the proposed rezoning of General Rural land in the north to Rural - Countryside Living zone; expert assessment is required.

Is the subdivision variation control to apply to the Rural – Countryside Living zone? The plan change maps do not show this control over the Rural – Countryside Living zone sought but I understood the reasons for rezoning this area was to enable the transfer of titles; this needs clarification.

38.4

3.5 Zoning Map

It is unclear whether the parcel of land identified below is part of the rezoning request? The proposed zoning map identifies the parcel as being rezoned, but it is not included within the precinct boundary. The reasons for this need to be stated and assessed.



3.6 Open Space and Reserves

The provision of a high quality and connected open space and reserve network is essential to providing a high-quality urban environment.

There are no open space or reserve networks identified on the zoning plan therefore leaving the provision of such to resource consent application stage. I do not consider that the proposed plan provisions are robust enough to ensure a high-quality open space and reserve network is achieved; the provisions require amendment to be more directive and provide greater certainty as to the development outcomes. These areas should be identified on the proposed Structure Plan and secured through precinct provisions as per other plan change examples in the Auckland area – eg Plan Change 40 Warkworth Clayden Road.

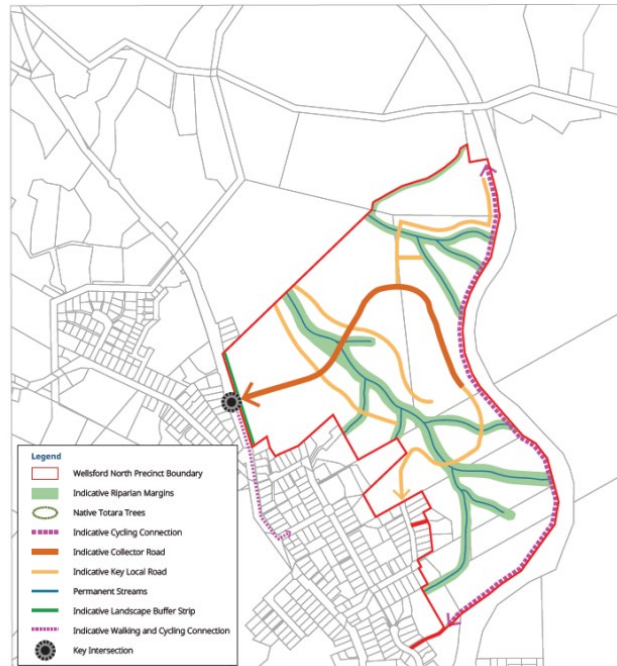
I further note that a number of expert reports suggest that a reserve network is going to be secured however the provisions to do achieve what has been assessed; therefore, either the provisions require amendment or reassessment is required.

38.5

The figure below is included within the proposed precinct provisions and sets out the indicative road and open space network:

IX.10 Precinct Plans

Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network



The only 'teeth' within the provisions to secure the above open space and reserve network are as follows:

- Description

The precinct emphasises the need for development to create a unique sense of place for Wellsford North, by integrating existing natural features and responding to the landform. In particular there is a network of streams throughout the Wellsford North precinct. The precinct seeks to maintain and enhance these waterways and integrate them where possible within the open space network
- IX2 Objectives

(1) *Wellsford North is a comprehensively developed residential environment that integrates with the existing Wellsford urban area and the natural environment.*
- IX3 Policies

(6) **In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place and a quality network of open spaces for Wellsford North, including by:**

 - (a) **incorporating distinctive site features, including the grove of Totara Trees;**
 - (b) **integrating with the stream network to create a green corridor.**

- Standards

IX.6.3. Riparian Margin

Purpose: Contribute to improvements to water quality, habitat and biodiversity.

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:
 - (a) This rule shall not apply to road crossings over streams;
 - (b) Walkways and cycleways must not locate within the riparian planting area;
 - (c) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.
- (2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

- IX8. Assessment – restricted discretionary activities
- 1(c) Open Space Network

Open space network

- (f) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.
- (g) Whether existing mature Totara trees are retained where possible;

Based on the information within the ecological assessment prepared by Bioresearches and submitted as part of the plan change it does not appear that any streams within the PPC92 land would have a width of more than 3m which would necessitate the provision of an esplanade reserves.

The provisions above, specifically IX.6.3, requires 10m either side of the stream to be planted, no walkways or cycleways are to be located within the 10m riparian setback and the riparian area is either to be vested in council or held in private ownership and legally protected. It is acknowledged that the planting and protection of the riparian areas will provide positive ecological effects however the provisions will not provide an open space network as indicated throughout the plan change documentation.

As stated above, the provision of a high quality and connected open space and reserve network is essential to providing for high-quality urban environment. Given the deficiencies identified the provisions should be amended to secure the outcomes offered.

Further to the above the plan change documentation talks about the provision of a village heart square as well as pocket parks. The precinct provisions do not provide any direction or requirement for these to be provided; the precinct provisions should be amended to include such requirements.

3.6 Rail Corridor

The North Auckland line which runs along the eastern boundary of the plan change area is a major section of New Zealand's national rail network. The ability for Kiwirail to continue to be able to operate the railway is imperative; the proposed plan change raises questions of reverse sensitivity. There is no evidence of consultation with Kiwirail within the Plan Change documentation; Kiwirail's input into the plan change is vital.

Additional reverse sensitivity measures may need to be included in the precinct.

The provisions do contain rules IX.6.7 Activities sensitive to noise within 60m of the rail corridor and IX.6.8 Building setback along North Auckland Line. These are landuse standards; the provisions do not contain any requirement to look at subdivision layout relative to the rail corridor; the first step in avoiding or minimising adverse effects would be through the subdivision layout and design.

There is also a risk with these rules being landuse rules that subdivisions are undertaken and vacant sites are sold with prospective purchasers not being aware of the limitations on their land and the extra expense require to mitigate against noise.

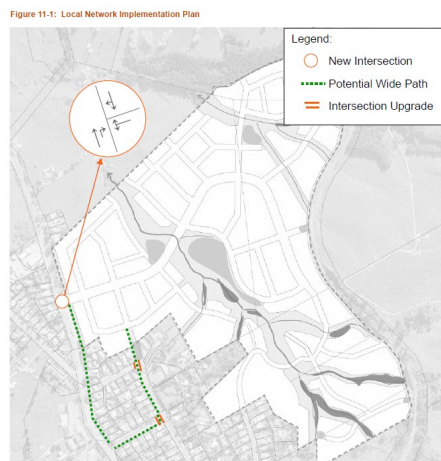
If like the provisions suggest, that windows must be closed to achieve the design noise levels in the standards, one must question whether this is the correct zoning for this land. Perhaps a less sensitive urban zoning, such as industrial or commercial would be more appropriate in this location or specific measures should be stated up front in the precinct rules and covenants or consent notices required to be registered on new titles so prospective purchases are aware of the restrictions.

3.5 Transport

The transport assessment states that the following transport improvements will be undertaken by the developer:

New Intersection of Rodney Street with Main Road	Developer	New Intersection including a short right turn bay on Rodney Street	Needed at initial dwelling / industrial unit occupied
Pedestrian / cycling link to Rodney Street underpass	Developer	Pedestrian and cycling connection to Rodney Street underpass. This will include providing a kerb and channel on the eastern side of Rodney Street from the new intersection to 314 Rodney Street.	Needed at initial dwelling / industrial unit occupied
New Main Road through the site	Developer	As the site develops the internal Main Road identified in the Structure Plan should be provided.	Any site with frontage to new Main Road. Development will be staged along this corridor, ensuring each subsequent development has connectivity to prior stages.

The above improvements are shown on Figure 11-1 of the transport assessment which is shown below:



The transport assessment notes that the new intersection on Rodney Street will be the full primary access for the full structure plan area. PPC92 does not include all land that falls within the structure plan area referred to. The transport assessment recommends a precinct rule that requires review of the new intersection with Rodney Street / SH1 once the total dwelling count within the PPC exceeds 750. The precinct provisions include the following relevant traffic related matters:

Objectives

- (4) Access to, from and within the precinct for all modes of transport occurs in an effective, efficient and safe manner that manages adverse effects of traffic generation on the surrounding road network.
- (5) Subdivision and development does not occur in advance of the availability of operational transport infrastructure.
- (6) Development is coordinated with the supply of sufficient transport, water, energy and communications infrastructure.

Policies

- (1) Require the main collector road and associated key intersection to be provided generally in the location shown in IX.10.1 Wellsford North: Precinct Plan 1 while allowing for variation, where it would achieve a highly connected street layout that integrates with the surrounding transport network.
- (2) Require the key local roads and active mode connections to be provided generally in the location shown in IX.10.1 Wellsford North: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout and active mode network that integrates with the surrounding transport network.
- (3) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (4) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with IX.11: Appendix 1.
- (8) Require subdivision and development in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network.

Our comments include but are not limited to the following:

What is operational transport infrastructure referred to in Objective 5? This needs clarification.

38.7

Objective 6 should refer to subdivision and development.

38.8

Table IX.4.1 Activity table

Activity		Activity status
Development		
(A1)	New buildings and development prior to subdivision, including private roads	RD
(A2)	Development that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC
(A2A)	Development that exceeds 750 dwellings	RD
(A2B)	Development that does not comply with Standard IX6.1A Road Design	RD

Subdivision		
(A4)	Subdivision, including private roads	RD
(A4)	Subdivision that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC
(A5)	Subdivision that does not comply with Standard IX.6.1A Road Design	RD

Our comments include but are not limited to the following:

Development

(A1) – this is worded poorly. What subdivision is it referring to? What is ‘development?’

(A2) – again what is ‘development?’. What is (a) Upgrades in rows a?

(A2A) – this is problematic. Is the 750 dwellings over the entire precinct or is it a single development? Who is going to record the number of dwellings in the precinct. The yield figures appear to be incorrect so it is likely that far more than 750 dwellings are possible. Where does the requirement to do further upgrades going to fall on? Ideally there should be no constraint to full build out of the area with full transport upgrades put in place to manage the effect of full development.

Subdivision

(A4) – what is the point of this rule? Subdivision is a restricted discretionary activity through the Subdivision Chapter.

(A4) – note duplication of rule number this needs to be changed. What is (a) Upgrades in rows a?

(A5) – this should also refer to Precinct Plan 1 – Indicative Road and Open Space Network. What is the Open Space Edge Local Road? Figure 6-1 in the Transport Assessment shows a cycleway on secondary roads yet the provisions in Appendix 1 say that cycleways on local roads are optional?

Standards

IX.6.1. Staging of Development with Transport Upgrades

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy X.
- Achieve the integration of land use and transport consistent with Policies I452.3(5), (7), (8) and (10).

- (1) Development and subdivision within the Precinct must not exceed the thresholds in Table IX.6.1.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of the Table will be deemed to comply with this standard IX.6.1(1) if the corresponding infrastructure identified in Column 2 of the Table is:
- a) Constructed and operational prior to lodgement of the resource consent application; or
 - b) Under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:
 - i. the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - ii. the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or

- c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:
 - i. Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - ii. Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application.

(2) Any application lodged in terms of IX.6.1(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an *Augier* basis to the imposition of consent conditions requiring (as relevant) that:

- i. no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
- ii. no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in IX.6.1 (2)i and/or IX.6.1 (2)ii above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

(3) For the purpose of this standard:

- a) 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a land use consent, or subdivision that has a section 224(c) certificate that creates additional vacant lots;
- b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
- c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).

Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct

Column 1		Column 2
Activities, development or subdivision, by Transport Infrastructure in column 2		Transport infrastructure required to enable activities, development or subdivision in column 1
(a)	Prior to any subdivision and/or development	Upgrade to the main collector road and State Highway 1 intersection: <ul style="list-style-type: none"> • Right hand turn intersection with the main collector road and State Highway 1.

IX.6.1A Road Design

Purpose: To ensure that any activity, development and/or subdivision complies with IX.11 Appendix 1: Road Function and Design Elements Table.

- (1) Any activity, development and/or subdivision must comply with IX.11 Appendix 1: Road Function and Design Elements Table.

Our comments include but are not limited to the following:

The policy references in IX.6.1 are incorrect and need updating.

The standards refer to exceeding the thresholds in Table IX.6.1.1 – but the threshold is any subdivision or development. Should the standard simply not state that prior to any subdivision or development within the precinct such upgrades need to be undertaken? Where this is not complied with it should be a non complying activity.

Table IX.6.1.1 should require does not require the pedestrian/cycling link to Rodney Street underpass, and associated intersection upgrades, which the Transport Assessment says is necessary; this should be included.

The standards refer to designations – what designations exactly?

Subsection (3)(c) refers to the Drury Central train station.

Figure 6-1 in the Transport Assessment shows a cycleway on secondary roads yet the provisions in Appendix 1 say that cycleways on local roads are optional?

The Transport Assessment states that a cycling facility is proposed alongside the railway line; there are however no provisions for such within the precinct provisions.

38.10

Assessment – Restricted Discretionary Activities

- (1) Subdivision, or new buildings prior to subdivision, including private roads:

- (a) Location and design of the collector road, key local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;

- (b) Provision of cycling and pedestrian networks and connections;

- (2) Development that exceeds 750 dwellings:

- (a) Effects of traffic generation on the safety and operation of the surrounding road network;

- (b) Effects on pedestrian and cyclist connectivity and safety; and

- (c) Effects on public transport.

(3) Infringement to standard IX.6.1A Road Design

- (a) The design of the road, and associated road reserve and whether it achieves policies IX.3(1), (2) and (3).
- (b) Design constraints.
- (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(1) Subdivision, and new building prior to subdivision, including private roads:

Location of roads and other transport connections

(a) Whether the collector road, key local roads (including open space edge roads) and key active mode connections are provided generally in the location shown on IX.10.1 Wellsford North: Precinct Plan 1 to achieve a highly connected street layout and active mode network that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:

- i. Landowner patterns the presence of natural features, natural hazards, contours or other constraints and how this impacts the placement of roads and active mode connections;
- ii. The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
- iii. The constructability of roads and the ability for them to be delivered by a single landowner and connected beyond any property boundary within the precinct.

(b) Whether a high quality and integrated network of local roads (including the collector road) is provided within the precinct that has a good degree of accessibility and supports a walkable street network. Whether roads and active mode connections are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

(c) Whether sufficient land has been reserved to enable the development of a single lane roundabout at the intersection between Rodney Street and the new collector road in accordance with Appendix 2: Indicative Rodeny Street Roundabout Design.

Design of Roads

(d) Whether the design of new collector roads and local roads and the upgrade of existing roads accord with the road design details provided in IX.11.1 Wellsford North: Appendix 1: Road Function and Design Elements Table.

(e) Whether Rodney Street (State Highway 1) is designed to an urban standard and enables the walking and cycling connection identified in Precinct Plan 1 along Rodney Street to connect with the existing Wellsford urban environment.

(2) Development that exceeds 750 dwellings:

(a) A proposal that exceeds 750 dwellings be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.

(b) Whether the transport network at the intersection of the main collector road and State Highway 1 can operate safely and efficiently during all periods, with all movements operating no worse than Level of Service (LOS) D.

(c) Whether safe connections can be achieved to public transport services, schools and community facilities within Wellsford.

(d) Whether the Northern Bypass is under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application.

(3) Infringement to standard IX.6.1A Road Design

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies IX.3(1), (2) and (3).
- (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

Our comments include but are not limited to the following:

1(c) seems to infer that only the land needs to be set aside rather than the roundabout actually constructed and delivered prior to any development. The figure in Appendix 2 does not show the correct cross section of the collector road – this needs to be updated.

1(d) – what upgrades to existing roads are required?

1(e) needs to be directive – this needs to be done as part of the proposal but by who? There needs to be a trigger for this work.

2(a) seems to infer to a single proposal that exceeds 750 dwellings? As per comments above this is problematic and needs further consideration.

2(d) what is the northern bypass?

3(d) why is this required? Why would any upgrading need to be interim?

As a general comment, the provisions require amendment to be more directive and provide greater certainty as to the development outcomes and the timing and coordinated delivery of infrastructure.

3.8 Ecology

The ecological assessment refers to the retention of a grove of Totara's; this grove of Totara's is not identified on any of the precinct plans which will cause confusion. The Totara trees should be mapped on the structure plan and precinct plan.

3.9 Landscape

The plan change supporting documentation states that the following:

38.11

38.12

A landscape buffer is proposed along SH1, providing visual relief and setback of future development when viewed from the SH1 corridor, while containing the site against the spur that the SH1 flows along when viewed from the eastern faces. The same is proposed against the railway corridor in the form of a planted buffer and proposed cycleway, containing the site along the eastern boundary, well below the Worthington ridge-line when viewed from the western faces and SH1.

To achieve a development that is visually integrated with its surroundings and enhances the existing landscape attributes of the site, incorporation of key landscape and visual recommendations will mitigate any potential negative visual effects and assist with a positive outcome.

The neighbourhood design statement goes further and includes the figure below:

3.2.5 Boundary Interfaces

The management of interfaces has been identified as a key structure plan response in order to ensure future development integrates with its context. Five interfaces have been identified with respect to implications for future development, including:

- Railway line
- State Highway 1
- The northern rural boundary
- Armitage Road and Monowai Street communities
- The steep southern boundary

These interfaces are identified on the structure plan in order to ensure appropriate design responses and residential amenity as well as prevent any negative impacts on adjacent activity.



3.2.5.1 Railway line - It is proposed to incorporate the proposed Greenway plan's cycleway path on non council owned land within the structure plan. This will provide a cycleway buffer between the rail corridor and the proposed residential community which absorbs some of the steeper slopes, provide lookout points, create a visual buffer and may help to reduce noise of any trains.

3.2.5.2 State Highway 1 - A 10m wide landscaped buffer is proposed between the State Highway and the proposed residential area of the structure plan. This will create a visual buffer, absorb some of the steeper slopes and may help to reduce perceptions of traffic noise. The buffer will also provide a gateway into Wellsford from the north and will be of a high quality.

3.2.5.3 The Northern Rural Boundary - The northern boundary of the structure plan interfaces rural zoned land and has been aligned with a local stream. A riparian landscaped buffer is proposed which separates and delivers a visual transition between the proposed residential area from the existing rural land.

3.2.5.4 Armitage Road and Monowai Street communities - It is proposed that as a transition from the existing neighborhood of the Armitage Road and Monowai Street area, that lower residential density typologies are utilised to enable a softer change of residential character and to absorb some of the steeper slopes along this edge.

3.2.5.5 The steeper Southern Boundary - Similar to the interface detailed in 3.2.5.4, this transition includes lower density development to provide a softer change of character between the proposed countryside living area and the existing rural land use and to absorb some of the steeper slopes of the structure plan area.

 Structure plan extent	 The northern rural boundary interface
 Property boundary	 Armitage Road and Monowai Street communities interface
 Ecological Area	 The steep southern boundary interface
 Railway line interface	
 State Highway 1 interface	

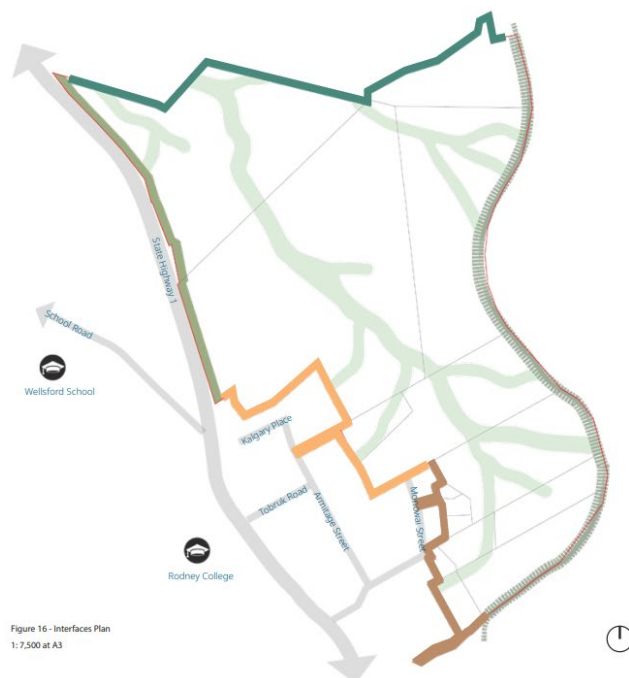


Figure 16 - Interfaces Plan
1: 7,500 at A3

There are however no precinct provisions or triggers for the above; the plan change and precinct provisions should be amended to provide for such.

38.13

3.10 Water

The Plan Change documentation states that Watercare are currently applying for a new bore consent that will provide additional capacity for the water supply network and this consent should be granted by the end of 2022. Has there been confirmation that this has been provided as yet?

3.11 Wastewater

The Plan Change documentation states that a funding agreement is currently being developed between Watercare and Wellsford Welding Club that will enable the development of up to 600 dwellings. The yield is higher than 600 dwellings – how are the additional dwellings going to be serviced?

3.12 Section 32 Report

There is no reasoning given behind the 300m² site size for proposed single house zone other than to provide efficient use of greenfield land while integrating with the character of the existing town. Are the single house zoned rules relevant for 300m² sites when they are based on generally minimum site size of 600m². Note maximum site coverage in single house zoned is 35% therefore maximum building coverage would be 105m²?

The s32 report states that the medium density residential standards have been applied to Sub-Precinct B – what does this mean? There is no Sub Precinct B shown on the Precinct Plan or referenced in the provisions.

Within Table 5 it states that *subdivision and development that does not comply with staging rules requires a full discretionary activity?* There is no staging proposed nor any discretionary activities?

4. CONCLUSIONS

Ellper Holdings Limited seeks that PPC92 be **refused**, or that changes are made to the proposal, and its provisions, to appropriately address the matters raised in the submission.

38.1

Ellper Holdings Limited **wishes to be heard** in support of this submission.

If others make a similar submission, Ellper Holdings Limited will consider presenting a joint case at the hearing.

Yours sincerely



Diana Bell
Manager | Planner
The Planning Collective Limited
Ph: +64 21 382 000
Email: diana@thepec.co.nz



Form 5

Submission on notified proposal for policy statement or plan, change or variation, Resource Management Act 1991

To: Auckland Council

Name of submitter: **Te Tāhuhu o te Mātauranga | Ministry of Education ('the Ministry')**

Address for service: Eden 5, Level 3/12-18
Normanby Road
Mount Eden
Auckland 1011

Attention: Vicky Hu

Phone: 09 301 3772

Email: vicky.hu@beca.com AND moe.submissions@beca.com

This is a submission from the Ministry of Education on the Proposed Plan Change 92 – Wellsford.

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Auckland region.

The Ministry's submission is:

The Proposed Plan Change 92 (PPC) is seeking to rezone approximately 72 hectares of land in the northeastern edge of Wellsford from Future Urban and Rural Zone to a combination of Residential – Large Lot, Residential – Single House, Residential – Mixed Housing Suburban, Business – Neighbourhood Centre, and Rural – Countryside Living Zone. The PPC also seeks to apply a new Precinct (Wellsford North Precinct) across the plan change area. The proposed plan change will provide development capacity of approximately 650 to 800 additional dwellings supported by a small neighbourhood centre. Although the rezoning of some of this land was anticipated as it is Future Urban zoned, the PPC would enable urban growth at densities that

a greater than currently enabled, thereby potentially increasing the demand on the local school network in Wellsford.

The Ministry acknowledges that the PPC will contribute to providing additional housing within the wider Auckland Region. This may, however, require additional capacity in the local school network to cater for this growth as the area develops and potentially drive the need for a new school in the community, in the future.

The Ministry understands that the Council must meet the requirements under the National Policy Statement on Urban Development 2020 (NPS-UD) to provide development capacity for housing and business. The Ministry wishes to highlight that Policy 10 of the NPS-UD states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure) to achieve integrated land use and infrastructure planning. In addition to this, subpart 3.5 of the NPS-UD states that local authorities must be satisfied that the additional infrastructure to service the development capacity is likely to be available.

The Ministry therefore has an interest in:

- Ensuring the Precinct provisions specifically acknowledge and provide for educational facilities. This is critical given schools are an essential piece of social and community infrastructure. 39.2
- How safe walking and cycling infrastructure will be provided. 39.3

The Ministry’s position on the Plan Change:

The Ministry is neutral on the Proposed Plan Change if the provisions outlined below are accepted. 39.1

The Ministry broadly supports objectives and policies in the plan change that seek to provide safe access to, from and within the precinct for all modes, including walking and cycling. This includes a local road network that achieves an integrated street layout and active mode network which connects to open space and other amenities. These provisions will also enable access to and from the two schools nearby to the plan change area: Wellsford School and Rodney College.

Decision sought:

Overall, the Ministry is neutral on the PPC if the following relief and any consequential amendments required to give effect to the matters outlined in this submission can be accepted.

The relief sought is shown in red underscore for additions and ~~red strikethrough~~ for deletions.

- Objectives: 39.4
(10) Development is supported by educational facilities.
- Policies: 39.5
(12) Recognise that the precinct is part of a newly developing residential area, and that there may be a potential need for educational facilities to establish within the Precinct.

Recognise that the Precinct is part of a newly developing residential area and that there is a potential need for educational facilities to establish within the Precinct.

Given the level of increase in housing provision in Wellsford as a result of this PPC, the Ministry requests regular engagement with Auckland Council and the Applicant to keep up to date with the housing typologies being proposed, staging and timing of this development so that the potential impact of the plan change on

the local school network can be planned for accordingly. The key Ministry contact email is Resource.Management@education.govt.nz.

The Ministry wishes to be heard in support of its submission.

Vicky Hu

Planner – Beca Ltd

(Consultant to the Ministry of Education)

Date: 12 October 2023

12 October 2023

Auckland Council
Plans and Places
Private Bag 92300 Auckland 1142
Attn: Manager, Plans & Places

By email to: unitaryplan@aucklandcouncil.govt.nz

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN, CHANGE OR VARIATION
(FORM 5)**

Plan Change 92

NAME OF SUBMITTER:

KiwiRail Holdings Limited (KiwiRail)

ADDRESS FOR SERVICE:

Level 1
KiwiRail Building
604 Great South Road
Ellerslie
Auckland 1051

Ph: 021 0275 708571

Email: Pam.butler@kiwirail.co.nz

**KiwiRail Submission on Auckland Unitary Plan Operative in Part – Proposed Private Plan
Change 92 – Wellsford North**

KiwiRail Holdings Limited (KiwiRail) is the State-Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail Holdings Limited is also the Requiring Authority for land designated “Railway Purposes” (or similar) in District Plans throughout New Zealand.

Proposed Private Plan Change 92 – Wellsford North (PC92) seeks to rezone 72 hectares of land in the northeastern edge of Wellsford to a combination of residential, business, and rural zones. The land is adjacent to the North Auckland Line (NAL). The land adjacent to the NAL corridor is proposed to be rezoned from Rural – Rural Production Zone, Future Urban Zone, and Rural – Countryside Living Zone to Rural – Countryside Living, Residential – Single House Zone, and Residential – Large Lot Zone. PC92 also seeks to create a ‘Wellsford North’ precinct that includes specific details on how the land could be developed.



KiwiRail has interests in the PC92 for several reasons including

- The North Auckland Line (NAL) was constructed in the late 1870's and opened in 1881. Freight is transported along this line and this is expected to increase over time. Rail plays a major role transporting New Zealand's exports, hauling 25 percent of exports to ports (NZ Rail Plan –Ministry of Transport). This line is both nationally and regionally significant.
- The NAL continues north beyond Swanson and connects Auckland with Northland and the rest of New Zealand. KiwiRail runs a freight only service north of Swanson (currently closed due to cyclone damage). Strategic planning is well underway for the expansion of Northport and KiwiRail has received a series of funding to re-energise rail north of Auckland.

KiwiRail acknowledges that PC92 includes provisions addressing reverse sensitivity effects on the rail infrastructure and welcome this. The provisions go a reasonable way in providing that activities sensitive to noise located in proximity to the rail corridor are appropriately located and managed, while ensuring that new development can be managed to not unreasonably hinder KiwiRail's operations.

KiwiRail opposes PC92, unless the matters raised in this submission are appropriately addressed to ensure that any adverse effects of the proposal on the transport network can be adequately avoided or mitigated.

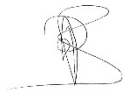
40.1

KiwiRail could not gain an advantage in trade competition through this submission.

KiwiRail wishes to speak to our submission and will consider presenting a joint case at the hearing with other parties who have a similar submission.

If you have any queries, please don't hesitate to contact me.

Yours faithfully,



Pam Butler
Senior RMA Advisor
KiwiRail



Proposed Amendment	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change - 92 Wellsford North	Relief Sought (as stated or similar to achieve the requested relief)	
Plan Change 92 (Private) Wellsford North				
IX.1 Precinct Description	Seek amendment.	<p>PC92 seeks to rezone the subject land and introduce a new Wellsford North Precinct. These provisions intensify urban development near the railway network. The purpose of the proposed precinct is to “provide for the development of a new, comprehensively planned residential community in Wellsford North”.</p> <p>The use of precincts in the AUP OP is to “enable local differences to be recognised by providing detailed place-based provisions which can vary the outcomes sought by the zone or Auckland-wide provisions and can be more restrictive or more enabling”.</p> <p>The proposed provisions provide, to some extent, for the protection of people’s health and residential amenity while ensuring such activities do not unduly constrain the operation of the railway corridor. However, some changes to the controls are required in response to the intrinsic qualities and physical characteristics of the site and area, including the location of the existing NAL railway line, which runs the entire length of the Precinct’s eastern boundary.</p> <p>To support this from the outset and acknowledge the realities of this environment it is considered that amendments to the Precinct Description should be made to clearly identify the proximity of the NAL and therefore the need to manage development and activities to manage adverse effects. It is also considered necessary to clearly outline that higher levels of vibration may be experienced and that this is mapped on a Precinct Plan as a ‘Rail Vibration Alert Area’. The Alert Area overlay will make existing and prospective property owners aware of the potential presence of vibration effects so that they can make informed decisions about the construction or alteration of buildings containing noise sensitive activities, without placing obligations on those landowners. This type of layer has already been incorporated into planning documents such as the Whangārei District Plan and the Precinct provisions applicable to the Drury area within the AUP(OP).</p>	<p>Amend IX.1 Precinct Description to add:</p> <p>.....</p> <p><u>The North Auckland Line runs the entire length of the Precinct’s eastern boundary and new development will be protected from reverse sensitivity effects by ensuring new buildings and activities will be designed and located to manage any adverse effects.</u></p> <p><u>Areas within the Precinct that are within 60m of the North Auckland Line may experience vibration levels higher than would normally be experienced and this alert area is shown on the Precinct Plan(s).</u></p>	40.2
IX.2 (9) Objectives	Support	KiwiRail supports Objective 9 as it supports the acoustic standard in IX.6.7.	Retain as proposed	40.3
IX.2 (xx) new Objective	Seek amendment	Add a further objective supporting ‘Rule IX.6.8 Building setback along the North Auckland Line’ so that Precinct Objectives cover both noise management and building setbacks.	<p>Amend by adding new Objective</p> <p><u>(xx) Adjacent building development is managed to minimise effects on the operation of the regionally significant North Auckland Railway Line.</u></p>	40.4
IX.3 (11) Policies	Support	KiwiRail supports Policy 11 which addressed acoustic attenuation measures.	Retain as proposed.	40.5
IX.3 (xx) (new policy)	Amend	Add a new policy to support the applicant-proposed railway setback rule ‘IX.6.8 Building setback along the North Auckland Line’	<p>Amend by adding a new Policy</p> <p><u>Ensure that adverse effects on the operation of the regionally significant North Auckland Line and on the health and safety of adjacent occupants is managed using performance standards.</u></p>	40.6
IX.6.7 Activities sensitive to noise within 60m of the rail corridor	Support with amendment	<p>KiwiRail fully supports the inclusion of this standard in PC92 however seeks that this be amended to be extended to activities sensitive to noise to within 100m of the rail corridor.</p> <p>Maintaining reasonable acoustic standards within the new development is crucial for safeguarding the health and quality of life for individuals. Residential development near the railway corridor may expose residents to constant and disruptive noise levels, impacting their quality of life, sleep patterns, and overall well-being.</p>	<p>Amend standard IX.6.7 as follows</p> <p><i>IX.6.7 Activities sensitive to noise within 60m 100m of the rail corridor</i></p> <p><i>Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to protect people’s health and residential</i></p>	40.7



Proposed Amendment	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change - 92 Wellsford North	Relief Sought (as stated or similar to achieve the requested relief)
		<p>In the context of the PC92 it is considered that the density of development and activities slated to adjoin the NAL corridor is low and building heights in each of the zones would not exceed 8m-9m. As this is a relatively low scale of development and density, noise is likely to travel further from the source within the NAL into the new precinct, compared to situation where greater density and building height may create a physical barrier for development occurring behind.</p> <p>KiwiRail proposes an acoustic standard for all newly constructed or modified activities that are sensitive to noise within a 100m distance from the rail corridor. These controls are consistently requested by KiwiRail and have been incorporated into district plans across various regions in the country, including recent inclusions in Marlborough and Whangārei. The 100m distance is a pragmatic approach to the actual noise effects catchment and within that distance both the standard and the discretionary criteria accommodate site specific variations.</p> <p>It is therefore sought that a wider effects area of 100m is provided to protect people's health and residential amenity while they are indoors.</p> <p>KiwiRail also seeks that the note under this rule is amended to make clear the level of noise derived from the NAL and the level of attenuation that is to be achieved through the distance of the sensitive activity to the NAL.</p> <p>The references to Rule IX.6.14(1) and (2) in the advertised Rule IX.6.7 may be an error. If that is the case, changes are proposed to tie these provisions to Rule IX.6.7. If this is incorrect, KiwiRail would appreciate clarification and an opportunity to comment on any amended or corrected text.</p>	<p><i>amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.</i></p> <p>(1) <i>Any new building or alteration to an existing building that contains an activity sensitive to noise, within 60 100 metres of the rail corridor, must be designed, constructed and maintained to not exceed 35 dB LAeq (1 hour) for sleeping areas and 40 dB LAeq (1 hour) for all other habitable spaces.</i></p> <p>Note: <i>Railway noise is assumed to be 70 Db LAeq (1 hour) at a distance of 12 metres from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.</i></p> <p>(a) The source level for railway noise is to be calculated at 70 LAeq(1 hour) at a distance of 12 metres from the nearest track;</p> <p>(b) The attenuation over distance is:</p> <ul style="list-style-type: none"> i. 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; or ii. As modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for freight trains with diesel locomotives <p>(c) Barrier attenuation may be incorporated into the prediction of noise levels by a Suitably Qualified and Experienced Acoustic Consultant, having regard to factors such as the location of the dwelling relative to the orientation of the track, topographical features, and any intervening structures.</p> <p><i>(2) If windows must be closed to achieve the required design noise levels in Standard Rule IX.6.14(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).</i></p> <p><i>(3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule IX.6.7 IX.6.14(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in IX.6.7 IX.6.14(1).</i></p>
IX.6.8 Building setback along the North Auckland Line	Support	A key concern for KiwiRail is to ensure the safe and efficient operation of the rail network, where neighbouring activities may come into conflict with adjacent land uses. Providing a physical setback for buildings adjoining the railway corridor boundary is a safety control which manages the interface between operations within the railway corridor and activities near the railway corridor i.e., it ensures that site occupants can carry out normal residential or business activities, including building maintenance with a reduced risk of coming into contact with the operational railway. A building setback is appropriate to reduce the potential conflict between the safe	Retain as proposed.

40.8



Proposed Amendment	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change - 92 Wellsford North	Relief Sought (as stated or similar to achieve the requested relief)
		enjoyment and maintenance of buildings on adjacent properties and activities within the operational rail corridor.	
IX.8.1 (8) – Infringement of standard IX.6.7 Development within 60m of the rail corridor	Support with amendment	<p>As above, KiwiRail generally supports the inclusion of this provision within PC92 however seeks that this be amended to be extended to activities sensitive to noise within 100m of the rail corridor.</p> <p>In the context of PC92 it is considered that the density of development proposed to adjoin the NAL corridor is low. As such, noise is likely to travel further from the source within the NAL.</p> <p>A correction to the heading of this provision is also considered necessary to align with the corresponding rule IX.6.7 which is concerned with activities.</p>	<p>(8) <i>Infringement of standard IX.6.7 – Development Activities sensitive to noise within 60m 100m of the rail corridor</i></p> <p>(a) <i>Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.</i></p>
IX.8.1 (9) – Infringement of standard IX.6.8 Building setback along the North Auckland Line	Support	KiwiRail support the matter of discretion (a) as it this supports the operation of the railway corridor.	Retain IX.8.1 (9) (a) as proposed.
IX.8.2 (8) Infringement of standard IX.6.7 Development within 60m of the rail corridor	Support with amendment	<p>KiwiRail generally supports the inclusion of this provision within PC92 however seeks that this be amended to be extended to activities sensitive to noise within 100m of the rail corridor.</p> <p>In the context of PC92 it is considered that the density of development and activities proposed to adjoin the NAL corridor is relatively low and buildings will be limited to 8-9 metres. As such noise is likely to travel further from the source within the NAL.</p>	<p>(8) <i>Infringement of standard IX.6.7 – Activities sensitive to noise within 60m 100m of the rail corridor</i></p> <p>(a) <i>Whether activities sensitive to noise adjacent to the railway corridor are designed to protect people’s health and amenity while they are indoors, and whether such activities unduly constrain the operation of the railway corridor. This includes:</i></p> <p>(i) <i>the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor;</i></p> <p>(ii) <i>the extent of non-compliance with the noise standard and the effects of any non-compliance;</i></p> <p>(iii) <i>the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and</i></p> <p>(iv) <i>Any noise management implications arising from technical advice from an acoustic rail noise expert and KiwiRail.</i></p>
IX.8.2 (9) Infringement of standard IX.6.8 Safe operation of the North Auckland Line	Support with amendment	KiwiRail support this provision however a minor correction to the heading of this provision is considered necessary to align with the corresponding rule IX.6.8 which is concerned with building setback along the North Auckland Line.	<p>(9) <i>Infringement of standard IX.6.8 Safe operation Building setback along of the North Auckland Line</i></p> <p><i>Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Auckland Line, including:</i></p> <p>(i) <i>the size, nature and location of the buildings on the site;</i></p> <p>(ii) <i>the extent to which the safety and efficiency of railway operations will be adversely affected;</i></p> <p>(iii) <i>any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Auckland Line; and</i></p>

40.9

40.10

40.11

40.12



Proposed Amendment	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change - 92 Wellsford North	Relief Sought (as stated or similar to achieve the requested relief)
			<i>(iv) Any implications arising from advice from KiwiRail</i>
IX.9 Special Information Requirement (2)	Support with amendment	<p>As above, KiwiRail generally supports the inclusion of this provision however seeks that this be amended to be extended to activities sensitive to noise within 100m of the rail corridor.</p> <p>It is considered that the density of development and activities proposed by the plan change to adjoin the NAL corridor is relatively low and building heights are also low. As such noise is likely to travel further from the source within the NAL.</p> <p>This standard is provided to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.</p> <p>This provision refers to Standard IX.6.15 however this is not included anywhere within PC92 so it is not clear what is being referred to here. Rule IX.6.8 (1) is the correct rule applying to the building setback along the NAL.</p>	<p><i>(2) Activities sensitive to noise proposed within 60m 100m of the rail corridor which infringe Standard IX.6.7 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.158:</i></p> <p><i>a) Evidence of consultation with KiwiRail and its responses to that consultation</i></p>

40.13



Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council
SUBMISSION ON: Plan Change 92 (Private): Wellsford North
FROM: Watercare Services Limited
ADDRESS FOR SERVICE: Plan.Changes@water.co.nz
DATE: 12 Oct 2023

Watercare could not gain an advantage in trade competition through this submission.

1. WATERCARE'S PURPOSE AND MISSION

- 1.1. Watercare Services Limited ("Watercare") is New Zealand's largest provider of water and wastewater services. Watercare is a council-controlled organisation under the Local Government Act 2002 and is wholly owned by the Auckland Council ("Council").
- 1.2. As Auckland's water and wastewater services provider, Watercare has a significant role in helping Auckland Council achieve its vision for the Auckland region. Watercare's mission is to provide reliable, safe and efficient water and wastewater services to Auckland's communities.
- 1.3. Watercare provides integrated water and wastewater services to approximately 1.7 million people in Auckland. Watercare collects, treats, and distributes drinking water from 12 dams, 26 bores and springs, and two river sources. On average, 400 million litres of water is treated each day at 16 water treatment plants and distributed via 89 reservoirs and 94 pump stations to 470,000 households, hospitals, schools, commercial and industrial properties.
- 1.4. Watercare's water distribution network includes more than 9,400 km of pipes. The wastewater network collects, treats, and disposes of wastewater at 18 treatment plants and includes 8,300 km of sewers.
- 1.5. Watercare is required to manage its operations efficiently with a view to keeping overall costs of water supply and wastewater services to its customers (collectively) at minimum levels, consistent with the

effective conduct of its undertakings and the maintenance of the long-term integrity of its assets. Watercare must also give effect to relevant aspects of the Council's Long Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Future Urban Land Supply Strategy¹.

2. SUBMISSION

General

- 2.1. This is a submission on a change proposed by Wellsford Welding Club Limited ("Applicant") to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 14 September 2023 ("Plan Change").
- 2.2. The Applicant proposes to rezone approximately 72.06 hectares of land at State Highway 1 (Rodney Street) and Monowai Street, Wellsford from Future Urban, Residential – Single House, Rural – Countryside Living and Rural Production zones to a mix of Residential zones along with an area zoned Business – Neighbourhood Centre, with the remainder to be zoned Rural – Countryside Living zone.
- 2.3. Watercare neither supports nor opposes the Plan Change. The purpose of this submission is to address the technical feasibility of the proposed water and wastewater servicing to ensure that the effects on Watercare's existing and planned water and wastewater network are appropriately considered and managed in accordance with the Resource Management Act 1991. **41.1**
- 2.4. In making its submission, Watercare has considered the relevant provisions of the Auckland Plan 2050, Te Tahua Pūtea Tau 2021-2031 / The 10-year Budget 2021-2031, the Auckland Future Urban Land Supply Strategy 2015 and 2017, the Water Supply and Wastewater Network Bylaw 2015, the Water and Wastewater Code of Practice for Land Development and Subdivision and the Watercare Asset Management Plan 2021 – 2041. It has also considered the relevant RMA documents including the Auckland Unitary Plan (Operative in Part) and the National Policy Statement on Urban Development 2020 which (among other matters) requires local authorities to ensure that at any one time there is sufficient housing and business development capacity which:
- a) in the short term, is feasible, zoned and has adequate existing development infrastructure (including water and wastewater);
 - b) in the medium term, is feasible, zoned and either:
 - i. serviced with development infrastructure, or
 - ii. the funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under s93 of the Local Government Act 2002; and
 - c) in the long term, is feasible, identified in relevant plans and strategies by the local authority for future urban use or urban intensification, and the development infrastructure required to service it is identified in the relevant authority's infrastructure strategy required under the Local Government Act 2002².

¹ Local Government (Auckland Council) Act 2009, s58.

² National Policy Statement on Urban Development 2020, subpart 1, 3.2 to 3.4.

Specific parts of the Plan Change

- 2.5. The specific parts of the Plan Change that this submission relates to are:
- a) the proposed Wellsford North Precinct provisions for water supply and wastewater; and
 - b) the effects of the Plan Change on Watercare's existing and planned water and wastewater network.
- 2.6. Watercare has reviewed the Plan Change and considers that:
- a) The existing Wellsford wastewater treatment plant (WWTP) can accept 19 development unit equivalents³ (DUEs) from the Plan Change area.
 - b) The WWTP Stage A Plus upgrade option can facilitate the acceptance of an additional 200 DUEs from the Plan Change area as agreed via a Heads of Agreement signed by Watercare and the Applicant.
 - c) The ultimate development of the Plan Change area can be accommodated in future Wellsford WWTP upgrades.
 - d) The recently obtained water take consent⁴ and future Wellsford water treatment plant (WTP) upgrades will provide sufficient water supply capacity to service the Plan Change area.
 - e) Any upgrades required to the existing local water supply and wastewater infrastructure to service the Plan Change area is at the cost of the Applicant.
 - f) The proposed precinct provisions are appropriate insofar as they relate to the coordination of subdivision and development with the delivery of sufficient water supply and wastewater infrastructure.
 - g) The matters raised by Watercare in this submission must be addressed to ensure any adverse effects of the Plan Change on Watercare's existing and planned water supply and wastewater infrastructure will be appropriately managed.

Yield estimate

- 2.7. The development capacity proposed by the Plan Change ranges from a yield of 650 – 800 dwellings plus a 0.9ha neighbourhood centre, up to a possible total yield of 1052 dwellings⁵.
- 2.8. Understanding the ultimate development yield will be a key input for the planning process to ensure the WWTP and WTP upgrades planned by Watercare can accommodate the maximum yield enabled by the Plan Change area.

³ A Development Unit Equivalent (DUE) is the unit of demand Watercare uses to calculate Infrastructure Growth Charges (IGCs). For water supply, one DUE is 220 kilolitres of water use per year. For wastewater, one DUE is 209 kilolitres of wastewater discharge per year.

⁴ Ground water permit WAT60400411 granted 30 June 2023.

⁵ As estimated in Appendix 6 to the Plan Change – *Neighbourhood Design Statement prepared by Barker and Associates*.

Wastewater servicing

- 2.9. The existing Wellsford WWTP can accept 19 DUEs from the Plan Change area.
- 2.10. Watercare agrees that the remainder of the Plan Change area can be serviced by future WWTP upgrades. Watercare intends to upgrade the existing Wellsford WWTP in stages. The first stage (Stage A) is intended to cater for existing live zoned land only and is currently anticipated to be operational by late 2025. Limited additional capacity, circa 200 DUEs, can be added to the Stage A upgrade if a funding agreement can be reached between Watercare (Stage A Plus upgrade option).
- 2.11. A Heads of Agreement between the Applicant and Watercare was signed in May 2023 to progress a workable expansion solution and satisfactory funding arrangement for the proposed Stage A Plus upgrade option. For the Stage A Plus upgrade option to be accommodated in Watercare's planning and delivery schedule, a funding agreement is required to be reached by November 2024.
- 2.12. The ultimate development of the Plan Change area can be accommodated in future Wellsford WWTP upgrades.
- 2.13. Excluding the WWTP, the entire wastewater infrastructure network in the Wellsford area is categorised as local infrastructure. Considering the current population of Wellsford and the scale of the proposed Plan Change, the upgrades required to the local wastewater network to service the proposed Plan Change area may be substantial.
- 2.14. Funding of the local wastewater infrastructure necessary to service the Plan Change area is at the cost of the Applicant. All wastewater infrastructure, including local reticulation and pump station design, will be required to comply with Watercare's Code of Practice for Land Development and Subdivision. The Applicant will need to work with Watercare in advance of lodging resource consents for subdivision to confirm the requirement for any local wastewater infrastructure upgrades. Final design of the proposed wastewater network can be confirmed at resource consent stage.

Water supply servicing

- 2.15. A new water take consent, recently obtained by Watercare, will provide adequate water supply capacity to service the ultimate development of the Plan Change area.
- 2.16. The Wellsford WTP upgrade required to treat this new water source (bore water) is currently anticipated to be operational by late 2027.
- 2.17. The ultimate development of the Plan Change area can be accommodated in future Wellsford WTP upgrades, which may be delivered in stages.
- 2.18. Watercare does not agree that the existing water supply network can cater for the proposed Plan Change area.
- 2.19. Excluding the WTP, the entire water supply infrastructure network in the Wellsford area is categorised as local infrastructure. Considering the current population of Wellsford and the scale of the proposed Plan Change, the upgrades required to the local water supply network to service the proposed Plan Change area may be substantial.
- 2.20. Funding of the local water supply infrastructure necessary to service the Plan Change area is at the cost of the Applicant. All water infrastructure will be required to comply with Watercare's Code of Practice for Land Development and Subdivision. The Applicant will need to work with Watercare in

advance of lodging resource consents for subdivision to confirm the requirement for any local water supply infrastructure upgrades. Final design of the proposed water supply network can be confirmed at resource consent stage.

Precinct Provisions

- 2.21. Watercare strongly supports precinct provisions that require subdivision and development to be coordinated with the provision of sufficient water supply and wastewater infrastructure.
- 2.22. Watercare supports an activity status of non complying for any subdivision or development that precedes the provision of adequate water supply and wastewater infrastructure.

3. DECISION SOUGHT

- 3.1. Watercare seeks a decision that ensures that the water and wastewater capacity and servicing requirements of the Plan Change will be adequately met, such that the water and wastewater related effects are appropriately managed.
- 3.2. On the basis that:
 - a) future upgrades to the Wellsford WTP and WWTP can accommodate the proposed Plan Change,
 - b) a satisfactory funding arrangement can be reached between Watercare and the Applicant to accommodate the Plan Change in future treatment plant upgrades,
 - c) precinct provisions require adequate water supply and wastewater servicing be provided prior to subdivision and development, and
 - d) the upgrade of the local water supply and wastewater network can be addressed at the resource consent stage,

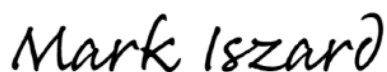
41.2

Watercare considers there are no water supply or wastewater reasons to decline the Plan Change.

4. HEARING

- 4.1. Watercare wishes to be heard in support of its submission

12 October 2023



Mark Iszard
Head of Major Developments
Watercare Services Limited

Address for Service:

Mark Iszard

Head of Major Developments

Watercare Services Limited

Private Bag 92521

Victoria Street West

Auckland 1142

Phone: +64 21 913 296

Email: Plan.Changes@water.co.nz

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Llewellyn Walton
Date: Thursday, 12 October 2023 10:01:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Llewellyn Walton

Organisation name:

Agent's full name:

Email address: karlw@totalsite.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

42.2

LLZ to be reduced to 3000m² and additionally,

42.3

CSLZ minimum average net site area reduced to 1 hectare and,

42.4

Some restricted scope for larger sites (1000m²) within the SHZ

42.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

(Or can be any other good reason for development / growth in Wellsford -you can be creative here!)

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

42.1

Details of amendments: As above

Submission date: 12 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Stephen Phillip Wallace
Date: Thursday, 12 October 2023 10:01:06 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Stephen Phillip Wallace

Organisation name:

Agent's full name:

Email address: sandrwallace@outlook.com

Contact phone number: 0212282435

Postal address:

Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

In general, I support the plan change proposal provided traffic entry / exit for the development is directly off SH1, not via Batten Street.

43.2

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:

Having lived on Batten Street 38 years I don't want to see traffic movements above the current levels for the safety of families on the street, and to not worsen the difficult Batten Street / SH1 intersection with which I have witnessed fairly severe accidents and many near misses.

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

43.1

Details of amendments: No traffic entry or exit for the development via Batten Street.

Submission date: 12 October 2023

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.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Daryl Walton
Date: Thursday, 12 October 2023 10:01:09 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Daryl Walton

Organisation name:

Agent's full name: Daryl Walton

Email address: daryl.walton@outlook.com

Contact phone number:

Postal address:
daryl.walton@outlook.com
Wellsford
Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:
SHZ to 300m²
LLZ to be reduced to 3000m² and additionally,
CSLZ minimum average net site area reduced to 1 hectare and,
Some restricted scope for larger sites (1000m²) within the SHZ

44.2
44.3
44.4
44.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

44.1

requested

Details of amendments: As outlined above

Submission date: 12 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Lionel Don
Date: Thursday, 12 October 2023 10:31:03 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lionel Don

Organisation name:

Agent's full name: Lionel Don

Email address: lionel@archerconcepts.co.nz

Contact phone number:

Postal address:
20 Bellevue Ave
Wellsford
Auckland 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reduction of the minimum net site areas of the Wellsford North precinct:
SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and, some restricted scope for larger sites (1000m²) within the SHZ

45.2
45.3
45.4
45.5

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:

Wellsford urgently needs growth so we can become a self sustaining township without having to rely on other towns for services. We have been overlooked in favour of Warkworth for far too long & this needs to stop. We want the council to promote growth in Wellsford & stop restricting us

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

Details of amendments: As detailed above. We need to be careful too much of this property is reduced to 300m2 sections, only a small part of this development should go this intensive.

Submission date: 12 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Andre Raikes
Date: Thursday, 12 October 2023 11:01:06 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Andre Raikes
Organisation name:
Agent's full name:
Email address: andree.raikes@outlook.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 92
Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:
Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.
Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.
Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:
LLZ to be reduced to 3000m² and additionally,
CSLZ minimum average net site area reduced to 1 hectare and,
Some restricted scope for larger sites (1000m²) within the SHZ

46.2
46.3
46.4

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:
Wellsford is a great location, geographically. Having recently moved here I find the location great, it has nice country living but close enough to the city when required. However when moving, I found the housing very limited, trying to find something new and modern wasn't easy. I think Wellsford is a great spot, I'm sure it would suit a lot of peoples needs, with being close to beaches, city, country etc. However with limited housing options it makes Wellsford not an easy place to move to. Lets make our town more attractive to people so we can increase our small town and strengthen our economy!

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

46.1

Details of amendments: As outlined above

Submission date: 12 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 92 - Andree Walton
Date: Thursday, 12 October 2023 11:01:06 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Andree Walton

Organisation name:

Agent's full name:

Email address: da.walton@outlook.com

Contact phone number:

Postal address:
23 School Road Wellsford

Wellsford 0900

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and,

Some restricted scope for larger sites (1000m²) within the SHZ

47.2
47.3
47.4
47.5

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:

Wellsford town needs to become a more attractive place to live and visit.

The main road (which is a State highway!) needs to look tidy and modern making travelers stop and shop, helping our town. This in turn would provide more jobs, needing more suitable housing, hence we need to allow for more housing developments.

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

47.1

Details of amendments: As outlined above

Submission date: 12 October 2023

Attend a hearing

Do you wish to be heard in support of your submission? No ^{26.1}

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.

No

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

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12 October 2023

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Submission via email: unitaryplan@aucklandcouncil.govt.nz

**FORM 5 - KĀINGA ORA - HOMES AND COMMUNITIES SUBMISSION
ON PROPOSED PLAN CHANGE 92 (PRIVATE): WELLSFORD NORTH PRECINCT
UNDER CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991**

Wellsford Welding Club Limited (“**the applicant**”) has lodged private plan change 92 (“**PPC92**” or “**the plan change**”) to the Auckland Council Unitary Plan (Operative in Part) (“**AUP**”) to re-zone 72ha of land in the northeastern edge of Wellsford to a combination of residential, business, and rural zones. The land has access from State Highway 1 and Monowai Road. The proposal also seeks to introduce a ‘Wellsford North’ precinct to the Unitary Plan. The precinct would cover the majority of the land subject to the private plan change and the precinct includes specific details around how the land could be developed. The proposal could provide capacity for approximately 650 to 800 dwellings supported by a small neighbourhood centre.

Background

1. Kāinga Ora - Homes and Communities (“**Kāinga Ora**”) is a Crown Entity and is required to give effect to Government policies. Kāinga Ora has a statutory objective that requires it to contribute to sustainable, inclusive, and thriving communities that:
 - (a) provide people with good quality, affordable housing choices that meet diverse needs;
 - (b) support good access to jobs, amenities and services; and
 - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.

2. Because of these statutory objectives, Kāinga Ora has interests beyond its role as a public housing provider. This includes a role as a landowner and developer of residential housing and as an enabler of quality urban developments through increasing the availability of build-ready land across the Auckland region.
3. Kāinga Ora therefore has an interest in PPC92 and how it:
 - i. Gives effect to the National Policy Statement on Urban Development (“NPS-UD”) and The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (“Housing Supply Act”);
 - ii. Minimises barriers that constrain the ability to deliver housing development across the housing continuum; and
 - iii. Provides for the provision of services and infrastructure and how this may impact on existing and future communities, including Kāinga Ora developments.

Scope of Submission

4. The submission relates to PPC92 in its entirety. Kāinga Ora supports in part PPC92 and seeks relief in line with the below submission points.

48.1

The submission is:

5. Kāinga Ora supports enabling the development of Wellsford North as a comprehensively planned, liveable and accessible residential community that supports a quality compact urban form, with a range of open spaces and that it should have a high level of connectivity and integration with the existing Wellsford Town Centre and urban area immediately to the south and west of the Plan Change area. The Plan Change will enable residential supply and a neighbourhood centre to service the day-to-day needs of the local Wellsford community.
6. The Kāinga Ora submission seeks amendments to PPC92 generally to ensure that the proposed precinct provisions “enable local differences to be recognised by providing detailed place-based provisions which can vary the outcomes sought by the zone or Auckland-wide provisions and can be more restrictive or more enabling” pursuant to Chapter A1.6.5 of the AUP, rather than duplicating existing provisions in the AUP. The Kāinga Ora submission seeks that precinct provisions manage precinct-specific matters in these cases and supplement zone provisions to guide built form and

development outcomes on a site, so as to reflect best practice urban built form principles whilst ensuring that the scale of development is compatible with the values needing specific management. It is considered that such an approach would simplify the planning framework and reduce ambiguity for plan users.

7. In addition to the above and the amendments sought in the submission table in Appendix 1, Kāinga Ora also seeks to outline its requests in the following topic areas:

(a) **Residential Zoning** – Kāinga Ora seeks to amend all the proposed residential zoning (Residential – Mixed Housing Suburban Zone, Residential – Single House Zone and Residential – Large Lot Zone) within the PPC92 area to Residential – Mixed Housing Urban Zone. It also seeks that the proposed provisions in the Wellsford North Precinct are amended accordingly. The reasons being:

- (i) As per its PPC78 Primary Submission, Kāinga Ora seeks deletion of the Residential - Single House Zone and the Residential - Mixed Housing Suburban Zone. In addition, consistent with the Housing Supply Act definition of ‘relevant residential zone’ and Auckland Council’s definition of ‘urban environment’ as set out below. Kāinga Ora considers that the Medium Density Residential Standards (“**MDRS**”) should apply across the 23 ‘settlements’ (including Wellsford) that are currently excluded, thereby necessitating application of the Mixed Housing Urban Zone in such areas as a minimum:

“All land zoned residential, business and adjoining special purpose zones and open space zones as identified in the AUP, including the Hauraki Gulf Island Section, which includes metropolitan Auckland, all towns, and all rural and coastal towns and villages.”¹

- (ii) The re-zoning of the Plan Change area would be consistent with the Future Urban Land Supply Strategy 2017, which identifies the Wellsford North as being ‘development ready’ in 2023-2027. It is considered that the Mixed Housing Urban Zone Kāinga Ora seeks would be more appropriate in meeting the development potential of the area, based on

¹ <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/01-pc-78-overall-evaluation-report-section-32-engagement-reports.pdf>

the yield estimates in the proposed Wellsford North Structure Plan by the applicant.

- (iii) PPC92 also assist towards accommodating the forecasted population growth within Rodney of 135,800 by 2048². The residential zoning Kāinga Ora seeks also encourages a range of housing typologies and housing choices to meet different types of residential demand therefore providing more options to enhance housing affordability.
 - (iv) Kāinga Ora seeks that all proposed precinct provisions associated with the proposed Residential - Single House Zone and Residential – Large Lot Zone are deleted. This is as a consequential change to the removal of these residential zones from the precinct, including the minimum net site area standards proposed under Precinct Standard IX6.5 and IX6.6 for Large Lot Zone and Single House Zone respectively. Kāinga Ora notes that the applicant is seeking a minimum net site area of 300m² for the Single House Zone, which is the same requirement as per the Residential - Mixed Housing Urban Zone under the AUP.
- (b) **Neighbourhood Centre** – Whilst Kāinga Ora supports the provision of a Neighbourhood Centre within PPC92, it seeks further justification for the centre’s location, size and shape. It is suggested that the neighbourhood centre be located adjacent to or closer to Rodney Street to integrate more with the surrounding area and to extend the conveniences offered by the proposed neighbourhood centre to the existing local residents. Kāinga Ora notes that there are currently no Neighbourhood Centres within Wellsford, and the existing town centre is approximately one kilometre walking distance away from the main entrance to the Plan Change area.
- (c) **Landscape Buffer** – Kāinga Ora seeks justification for the landscape buffer proposed which has not been addressed in the applicant’s Section 32 Assessment Report. Furthermore, Kāinga Ora notes that there are discrepancies as to the width sought: IX.8.2. of proposed precinct provisions states that “as a guide the landscape buffer strip should be a minimum of 5m

² Rodney Local Economic Overview 2022 (Tātaki Auckland Unlimited); <https://knowledgeauckland.org.nz/media/2675/rodney-local-economic-overview-t%C4%81taki-auckland-unlimited-2022.pdf>

in width” while the proposed Wellsford North Structure Plan refers to it as being “a 10m wide landscaped buffer”.

- (i) Kāinga Ora seeks removal of the landscape buffer (or reducing its width at a minimum) as it considers that this buffer would create severance effects between the Plan Change area and the rest of Wellsford, inconsistent with the Objective 1 of PPC92 to support the development of a “residential environment that integrates with the existing Wellsford urban area and the natural environment”, as well as undermining the achievement of a well-functioning urban environment. The segregation resulting from the landscaped buffer would also have negative effects on passive surveillance and inhibiting the enablement of an accessible environment.

- (d) **Rail Corridor Noise** – Kāinga Ora seeks justification for proposed Standard IX.6.7. The reasons for its inclusion have not been addressed in the applicant’s Section 32 Assessment Report. Kāinga Ora is particularly interested in where measurements such “60 metres” and noise levels such as “70 dB LAeq(1 hour)” in IX.6.7.(1) are derived from. Nevertheless, Kāinga Ora seeks the removal of the proposed Standard IX.6.7 and other associated Rail Corridor Noise provisions in the proposed precinct chapter as noise effects in relation to the operation of rail corridors should be managed separately via designation conditions by the Requiring Authority for the rail corridors.

- (e) **Building Materials** – Kāinga Ora seeks deletion of the proposed Precinct Policy IX3.(9)(a) and Standard IX.6.4 (2) in relation to inert building materials. This standard requires the use of inert building materials for all new buildings and additions to buildings within the precinct. The requirement to use inert building material to manage stormwater quality was a matter that has been discussed and removed as part of the hearing process for the AUP(OP). The Independent Hearing Panel considered that such provisions do not meet the purpose of the Resource Management Act 1991. Such requirements are overly prescriptive and renders that only certain products may be used as part of construction for the precinct area.

8. The changes requested are made to:

- i. Ensure that Kāinga Ora can carry out its statutory obligations;

- ii. Ensures that the proposed provisions are the most appropriate way to achieve the purpose of the Resource Management Act 1991;
- iii. Reduce interpretation and processing complications so as to provide for plan enabled development; and
- iv. Allow Kāinga Ora to fulfil its urban development functions as required under the Kāinga Ora–Homes and Communities Act 2019.

Relief Sought

9. Kāinga Ora seek the following decisions from Auckland Council on PPC92:
- i. That the precinct provisions be specific to the precinct and avoid duplication of existing AUP provisions;
 - ii. That the specific amendments which are sought as specifically outlined above and in Appendix 1 are accepted and adopted into PPC92; and
 - iii. Ensure any consequential relief necessary is adopted to satisfy Kāinga Ora's concerns.
10. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
11. Kāinga Ora wishes to be heard in support of this submission.
12. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

48.2



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Brendon Liggett
Manager - Development Planning
Kāinga Ora – Homes and Communities

ADDRESS FOR SERVICE: Kāinga Ora – Homes and Communities, PO Box 74598, Greenlane, Auckland 1051. Email: developmentplanning@kaingaora.govt.nz

Appendix 1: Decisions sought to PPC92

The following table sets out the amendments sought to the PPC92 and also identifies those provisions that Kāinga Ora supports.

Proposed changes are shown as ~~strikethrough~~ for deletion and underlined for proposed additional text.

Table 1

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
Chapter IX. Wellsford North Precinct					
1.	Wellsford North Precinct Plan	Entire Plan Change	Support in Part	<p>Kāinga Ora seeks amendments to the residential zones in order to support a well functioning urban environment through enabling a range of housing typologies and housing choices to meet different types of demand and provide options to enhance housing affordability.</p> <p>The amendment is consistent with the relief sought by Kāinga Ora in the Intensification Plan Change - PC78, see Point 7(a) in the letter above.</p>	<p>Approve PPC92, subject to the matters raised by Kāinga Ora in this submission have been appropriately addressed and resolved.</p> <p>In particular, Kāinga Ora seeks that the proposed Residential – Mixed Housing Suburban Zone, Residential – Single House Zone and Residential – Large Lot Zone be replaced by Residential - Mixed Housing Urban Zone.</p>

48.3

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
2.	IX.1.	Precinct Description	Support in Part	Kāinga Ora seeks the amendments to be consistent with the residential zoning it seeks, as well as the NPS-UD and the Housing Supply Act.	<p>Amend IX.1. as follows:</p> <p>IX.1. Precinct Description</p> <p>The Wellsford North Precinct applies to 62.3ha of land in Wellsford, generally bounded by State Highway 1 to the west, the North Auckland Railway Line to the east and south and a permanent stream to the north. The purpose of the Wellsford North precinct is to provide for the development of a new, comprehensively planned residential community in Wellsford North that supports a quality compact urban form at Wellsford. The precinct provides for a range of residential densities, including medium residential densities enabled close to the Wellsford North Village Centre and State Highway 1 to provide for development up to two <u>three</u> storeys in a variety of sizes and forms. Lower residential densities are enabled in the northern and eastern parts of the precinct, to integrate with the existing character of Wellsford. The precinct also provides for large lot zoning in the southern portion of the precinct, where the topography lends itself to lower density residential land use.</p> <p>A small neighbourhood centre is provided for in the centre of the precinct adjacent to <u>Rodney Street and</u> the proposed collector road, to provide for</p>

48.4

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>the local day-to-day needs of residents in a central and highly accessible location.</p> <p>The precinct amends the minimum net site area within the Residential – Large Lot and Residential – Single House zones to provide efficient use of greenfield land while integrating with the character of the existing town.</p> <p>The precinct emphasises the need for development to create a unique sense of place for Wellsford North, by integrating existing natural features and responding to the landform. In particular there is a network of streams throughout the Wellsford North precinct. The precinct seeks to maintain and enhance these waterways and integrate them where possible within the open space network.</p> <p>The zoning of land within this precinct is Residential – Large Lot Zone, Residential – Single House Zone, Residential – Mixed Housing Suburban Zone and Business – Neighbourhood Centre Zone <u>Mixed Housing Urban Zone</u>.</p> <p>All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.</p>

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
3.	IX.2.	Objective (1)	Support in Part	Kāinga Ora seeks the proposed amendment to recognise the outcome intended by PPC92 and that the Wellsford urban area is dynamic and subject to change. The amendment is also sought to be consistent with Policy 6 of NPS-UD.	Amend IX.1. Objective (1) as follows: (1) Wellsford North is a comprehensively developed residential environment that integrates with the <u>existing planned</u> Wellsford urban area and the natural environment.
4.	IX.2.	Objective (2)	Oppose	Kāinga considers that this objective has been covered under AUP provisions such as the zone and subdivision chapters. Kāinga Ora seeks its deletion to avoid undue duplication of provisions.	Delete IX.1. Objective (2) as follows: (2) Wellsford North is subdivided and developed in a comprehensive and integrated way which allows for a range of housing densities and typologies and that enables a safe and functional residential development.
5.	IX.2.	Objective (3)	Oppose	Kāinga considers that this objective has been covered under AUP provisions. Kāinga Ora seeks its deletion to avoid undue duplication of provisions.	Delete IX.1. Objective (3) as follows: (3) Development of Wellsford North creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought	
6.	IX.2.	Objective (6)	Oppose	Kāinga considers that this objective has been covered under AUP provisions such as Objective (19) of Chapter E38. Kāinga Ora seeks its deletion to avoid unduly duplication of provisions.	Delete IX.1. Objective (6) as follows: (6) Development is coordinated with the supply of sufficient transport, water, energy and communications infrastructure.	48.8
7.	IX.2.	Objective (7)	Oppose	Kāinga considers that this objective has been covered under AUP provision such as Chapter E1 Water quality and integrated management and E8 Stormwater – Discharge and diversion. Kāinga Ora seeks its deletion to avoid unduly repetition.	Delete IX.1. Objective (7) as follows: (7) Stormwater quality is managed to avoid, as far as practicable, or otherwise minimise or mitigate adverse effects on the receiving environment.	48.9
8.	IX.2.	Objective (9)	Oppose	Kāinga Ora seeks the deletion of provisions in relation to rail corridor noise, as noise effects in relation to the operation of	Delete IX2. Objective (9) as follows: (9) Activities sensitive to noise adjacent to the rail corridor are designed to protect people’s health and residential amenity while they are indoors, and	48.10

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
				rail corridors should be managed separately via designation conditions by the Requiring Authority for the rail corridors.	in a way which does not unduly constrain the operation of the railway corridor.
9.	IX.3.	Policy (5)	Oppose	Kāinga Ora seeks to delete this policy, consistent with its request to re-zone the land to Residential – Mixed Housing Urban Zone.	Delete IX.3. Policy (5) as follows: (5) (5) Require subdivision to deliver sites that are of an appropriate size and shape for development intended by the precinct including by providing for smaller site sizes within the Large Lot and Single House zones.
10.	IX.3.	Policy (6)	Support in Part	Kāinga notes that the “Native Totara Trees” have not been shown on the Wellford North: Precinct Plan 1 – Indicative Road and Open Space Network, although referred to in this policy. Kāinga Ora believes that reference should be made to this Precinct Plan	Amend IX.3. Policy (6) as follows: (6) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place and a quality network of open spaces for Wellsford North, including by: (a) incorporating distinctive site features, including retention of the grove of Totara Trees <u>as shown in IX.10.1 Wellsford North: Precinct Plan 1</u> ;

48.11

48.12

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
				and that corresponding rules should be introduced to give effect to this Policy.	(b) integrating with the stream network to create a green corridor. Introduce a rule within the precinct to give effect to the amended policy as sought by Kāinga Ora
11.	IX.3.	Policy (7)	Oppose	Kāinga Ora notes that this policy is essentially restating Objective IX.2.(6). Deletion is also sought for the same reasons as Objective IX.2.(6) being deleted above.	Delete IX.3. Policy (7) as follows: (7) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.
12.	IX.3.	Policy (9)	Support in Part	Kāinga Ora does not believe that inert building materials should be a matter considered under the RMA 1991 as aforementioned.	Amend IX.3. Policy (9) as follows: (9) Require subdivision and development to be consistent with the treatment train approach outlined in a supporting stormwater management plan including: (a) The use of inert building materials to eliminate or minimise the generation and discharge of contaminants (b) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01;

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48.14

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					(c) Requiring runoff from other trafficked impervious surfaces to apply a water sensitive approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces.
13.	IX.3.	Policy (11)	Oppose	Kāinga Ora seeks that this policy be deleted to be consistent with the changes sought to its associated Objective - IX.2. Objective (9).	Delete IX.3. Policy (11) as follows: (11) Ensure that activities sensitive to noise adjacent to the railway corridor are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.
14.	IX.4.	Activity table	Support in Part	Kāinga Ora considers that IX.4.1(A1) is addressed through existing AUP chapters including the underlying zone and subdivision chapters. Kāinga Ora questions how IX.4.1(A2A) would be interpreted and calculated. It also questions the	Amend IX.4. Activity table as follows: IX.4. Activity table All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is otherwise listed in Activity Table IX.4.1 below. Activity Table IX.4.1 specifies the activity status of subdivision and development in the Wellsford North Precinct pursuant to sections 9 and 11 of the Resource Management Act 1991. Table IX.4.1 Activity table

48.15

48.16

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought			
				<p>threshold of “750 dwellings”, as it hasn’t been justified in PPC92.</p> <p>Kāinga Ora also seeks to delete IX.4.1(A3) and (A6) to be consistent with the rest of its submission in terms of zoning. There are also existing provisions within the AUP to address water supply and wastewater.</p>	<table border="1"> <thead> <tr> <th data-bbox="1184 375 1759 423">Activity</th> <th data-bbox="1759 375 2001 423">Activity Status</th> </tr> </thead> </table>		Activity	Activity Status
Activity	Activity Status							
					<table border="1"> <thead> <tr> <th colspan="2" data-bbox="1184 423 2001 467">Development</th> </tr> </thead> </table>		Development	
Development								
					(A1)	New buildings and development prior to subdivision, including private roads	RD	
					(A2)	Development that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC	
					(A2A)	Development that exceeds 750 dwellings	RD	
					(A2B)	Development that does not comply with Standard IX.6.1A Road Design	RD	
					(A3)	Development within the Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard IX.6.2. Water Supply and Wastewater	D	
					<table border="1"> <thead> <tr> <th colspan="2" data-bbox="1184 1224 2001 1268">Subdivision</th> </tr> </thead> </table>		Subdivision	
Subdivision								
					(A4)	Subdivision, including private roads	RD	

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought	
					(A4) Subdivision that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC
					(A5) Subdivision that does not comply with Standard IX.6.1A Road Design	RD
					(A6) Subdivision within Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard IX.6.2. Water Supply and Wastewater	D
15.	IX.5.	Notification	Oppose	Kāinga Ora notes that the proposed notification clauses duplicate that of the existing AUP and therefore seeks its deletion.	Delete IX.5. as follows: IX.5 Notification (1) Any application for resource consent for an activity listed in Table IX.4.1 Activity table above will be subject to the normal tests for	

48.17

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>notification under the relevant sections of the Resource Management Act 1991.</p> <p>(2) When deciding on who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).</p>
16.	IX.6.1.	Staging of Development with Transport Upgrades	Support in Part	<p>Kāinga Ora also seeks to remove the incorrect references.</p> <p>Kāinga Ora considers that the rules are best monitored via the s224(c) process as that will be the time at which the land is transferred from the land developer to the builder or final owner of the completed development. Kāinga Ora seeks that the references to occupation within the rule be deleted.</p>	<p>Amend Standard IX.6.1. as follows:</p> <p>IX.6.1. Staging of Development with Transport Upgrades</p> <p>Purpose:</p> <ul style="list-style-type: none"> • Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy X. • Achieve the integration of land use and transport consistent with Policy IX.3.(8) Policies 1452.3(5), (7), (8) and (10). <p>(1) Development and subdivision within the Precinct must not exceed the thresholds in Table IX.6.1.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in</p>

48.18

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>Column 1 of the Table will be deemed to comply with this standard IX.6.1(1) if the corresponding infrastructure identified in Column 2 of the Table is:</p> <p>a) Constructed and operational prior to lodgement of the resource consent application; or</p> <p>b) Under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:</p> <ul style="list-style-type: none"> i. the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or ii. the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or <p>c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:</p>

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
				<p>Kāinga Ora considers it to be inappropriate to have AUP provisions that reference or rely on augier conditions.</p>	<p>i. Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or</p> <p>ii. Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application.</p> <p>(2) Any application lodged in terms of IX.6.1(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:</p> <p>i. no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or</p> <p>ii. no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.</p> <p>Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in IX.6.1 (2)i) and/or IX.6.1 (2)ii) above. These conditions will continue to apply until appropriate</p>

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.</p> <p>(3) For the purpose of this standard:</p> <p>a) 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a land use consent, or subdivision that has a section 224(c) certificate that creates additional vacant lots;</p> <p>b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and</p> <p>c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).</p>
17.	IX.6.2.	Water Supply and Wastewater	Oppose	Kāinga Ora considers that this standard is covered under existing AUP provisions and does not need to be unduly repeated	<p>Delete Standard IX.6.2. as follows:</p> <p>IX.6.2. – Water Supply and Wastewater</p> <p>Purpose: To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure.</p> <p>(1) Adequate water supply and wastewater infrastructure must be</p>

48.19

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
				in this proposed precinct chapter.	provided at the time of subdivision or development.
18.	IX.6.3.	Riparian Margin	Support in Part	<p>Kāinga Ora supports the riparian planting area being vested to Council for easier management, access, maintenance and public enjoyment.</p> <p>Kāinga Ora seeks the deletion of IX.6.3.(2) as it is a duplication of an existing AUP standard.</p>	<p>Amend Standard IX.6.3. as follows:</p> <p>IX.6.3. Riparian Margin</p> <p>Purpose: Contribute to improvements to water quality, habitat and biodiversity.</p> <p>(1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:</p> <p>(a) This rule shall not apply to road crossings over streams;</p> <p>(b) Walkways and cycleways must not locate within the riparian planting area;</p> <p>(c) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.</p>

48.20

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					(2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.
19.	IX.6.4.	Stormwater Quality (2)	Oppose	Kāinga Ora does not believe that inert building materials should be a matter considered under the RMA 1991 as aforementioned.	Delete Standard IX.6.4.(2) as follows: (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that avoid the use of high contaminant yielding building products which have: (a) Exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or (b) Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or (c) Exposed treated timber surface(s) or any roof material with a copper containing or zinc containing algicide.
20.	IX.6.5.	Minimum Net Site Area within Large Lot Zone	Oppose	Kāinga Ora seeks to delete this standard, to be consistent with the change in zoning it seeks, in which Large Lot Zone is deleted from PPC92.	Delete Standard IX.6.5. as follows: IX6.5 Minimum Net Site Area within Large Lot Zone

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48.22

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought				
					<p>(1) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.1 Minimum net site area for subdivisions within the Large Lot Zone.</p> <p>Table IX.6.5.1 Minimum Net Site Area within Large Lot Zone</p> <table border="1" data-bbox="1192 621 1917 776"> <thead> <tr> <th data-bbox="1192 621 1566 670">Area</th> <th data-bbox="1566 621 1917 670">Minimum net site area</th> </tr> </thead> <tbody> <tr> <td data-bbox="1192 670 1566 776">Large Lot Zone</td> <td data-bbox="1566 670 1917 776">3,000m²</td> </tr> </tbody> </table>	Area	Minimum net site area	Large Lot Zone	3,000m ²
Area	Minimum net site area								
Large Lot Zone	3,000m ²								
21.	IX.6.6.	Minimum Net Site Area within Single House Zone	Oppose	Kāinga Ora seeks to delete this standard, to be consistent with the change in zoning it seeks, in which Large Lot Zone is deleted from PPC92.	<p>Delete Standard IX.6.6. as follows:</p> <p>IX.6.6—Minimum Net Site Area within Single House Zone</p> <p>(2) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.1 Minimum net site area for subdivisions within the Single House Zone.</p> <p>Table IX.6.5.1 Minimum Net Site Area within Single House Zone</p> <table border="1" data-bbox="1192 1174 1917 1323"> <thead> <tr> <th data-bbox="1192 1174 1566 1222">Area</th> <th data-bbox="1566 1174 1917 1222">Minimum net site area</th> </tr> </thead> <tbody> <tr> <td data-bbox="1192 1222 1566 1323">Single House Zone</td> <td data-bbox="1566 1222 1917 1323">300m²</td> </tr> </tbody> </table>	Area	Minimum net site area	Single House Zone	300m ²
Area	Minimum net site area								
Single House Zone	300m ²								

48.23

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
22.	IX.6.7.	Activities sensitive to noise within 60m of the rail corridor	Oppose	Kāinga Ora seeks the deletion for the same reasons as mentioned above for IX.2. Objective (9)	<p>Delete Standard IX.6.7.</p> <p>IX.6.7—Activities sensitive to noise within 60m of the rail corridor</p> <p>Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.</p> <p>(1) Any new building or alteration to an existing building that contains an activity sensitive to noise, within 60 metres of the rail corridor, must be designed, constructed and maintained to not exceed 35 dB LAeq (1 hour) for sleeping areas and 40 dB LAeq (1 hour) for all other habitable spaces.</p> <p>Note Railway noise is assumed to be 70 dB LAeq(1 hour) at a distance of 12 metres from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.</p> <p>(2) If windows must be closed to achieve the design noise levels in Standard Rule IX.6.14(1), the building must be designed, constructed and</p>

48.24

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).</p> <p>(3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule IX.6.14(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in IX.6.14(1).</p>
23.	IX.6.8.	Building setback along the North Auckland Line	Oppose	Kāinga Ora considers that including this setback requirement to provide space for a future strategic walking and cycling connection adjacent to the North Auckland Line would be best managed by way of a designation initiated by the relevant Requiring Authority, rather than a precinct standard.	<p>Delete Standard IX.6.8. as follows:</p> <p>IX.6.8 – Building setback along the North Auckland Line</p> <p>Purpose: To ensure the safe operation of the North Auckland Line by providing for buildings on adjoining sites to be maintained within their site boundaries and provide space for a future strategic walking and cycling connection.</p> <p>(1) Buildings must be setback at least 5 metres from any boundary which adjoins the North Auckland Line.</p>
24.	IX.8.1.	Matters of Discretion (1)	Oppose	Kāinga Ora seeks the deletion of IX.8.1.(1) in line	Delete IX.8.1.(1) as follows:

48.25

48.26

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
				with its request for IX.4.1 (A1) to be deleted.	(1) Subdivision, or new buildings prior to subdivision, including private roads: (a) Location and design of the collector road, key local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes; (b) Provision of cycling and pedestrian networks and connections; (c) Open space network; (d) Stormwater and flooding effects; (e) Provision of a landscape buffer strip along the Rodney Street frontage; and (f) Matters of discretion IX.8.1(1) (a)–(f) apply in addition to the matters of discretion in E38.12.1.
25.	IX.8.1.	Matters of Discretion (2)	Oppose	Kāinga Ora seeks the deletion of IX.8.1.(2) to be consistent with the submission points sought above.	Delete IX.8.1.(2) as follows: (2) Development that exceeds 750 dwellings: (a) Effects of traffic generation on the safety and operation of the surrounding road network; (b) Effects on pedestrian and cyclist connectivity and safety; and (c) Effects on public transport.
26.	IX.8.1.	Matters of Discretion (6)	Oppose	Kāinga Ora seeks the deletion of IX.8.1.(6) to be consistent with the	Delete IX.8.1.(6) as follows:

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
				submission points sought above.	(6) Infringements to Standard IX6.5 Subdivision of sites within the Large Lot Zone: (a) Matters of discretion E38.12.1(7) apply.
27.	IX.8.1.	Matters of Discretion (7)	Oppose	Kāinga Ora seeks the deletion of IX.8.1.(7) to be consistent with the submission points sought above.	Delete IX.8.1.(7) as follows: (7) Infringements to Standard IX6.5 Subdivision of sites within the Mixed Housing Suburban Zone: (a) Matters of discretion E38.12.1(7) apply.
28.	IX.8.1.	Matters of Discretion (8)	Oppose	Kāinga Ora seeks the amendment of IX.8.1.(8) to be consistent with the submission points sought above.	Delete IX.8.1.(8) as follows: (8) Infringement of standard IX.6.7 – Development within 60m of the rail corridor (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.
29.	IX.8.1.	Matters of Discretion (9)	Oppose	Kāinga Ora seeks the amendment of IX.8.1.(9) to be consistent with the submission points sought above.	Delete IX.8.1.(9) as follows: (9) Infringement of standard IX.6.8 Building setback along the North Auckland Line: (a) Effects on the safe operation of the North Auckland Line, by providing for buildings on adjoining sites to be maintained within their site boundaries; and (b) Effects on pedestrian and cyclist connectivity and safety.

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
30.	IX.8.2.	Assessment Criteria (1)	Oppose	Kāinga Ora seeks the deletion of IX.8.2.(1) in line with its request for IX.4.1 (A1) to be deleted.	<p>Delete IX.8.2.(1) as follows:</p> <p>(1) Subdivision, and new building prior to subdivision, including private roads:</p> <p><i>Location of roads and other transport connections</i></p> <p>(a) Whether the collector road, key local roads (including open space edge roads) and key active mode connections are provided generally in the location shown on IX.10.1 Wellsford North: Precinct Plan 1 to achieve a highly connected street layout and active mode network that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters: i. Landowner patterns the presence of natural features, natural hazards, contours or other constraints and how this impacts the placement of roads and active mode connections;</p> <p>ii. The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and</p> <p>iii. The constructability of roads and the ability for them to be delivered by a single landowner and connected beyond any property boundary within the precinct.</p> <p>(b) Whether a high quality and integrated network of local roads (including the collector road) is provided within the precinct that has a good degree of accessibility and supports a walkable street network. Whether roads and active mode connections are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.</p>

48.32

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>(c) Whether sufficient land has been reserved to enable the development of a single lane roundabout at the intersection between Rodney Street and the new collector road in accordance with Appendix 2: Indicative Rodeny Street Roundabout Design.</p> <p><i>Design of Roads</i></p> <p>(d) Whether the design of new collector roads and local roads and the upgrade of existing roads accord with the road design details provided in IX.11.1 Wellsford North: Appendix 1: Road Function and Design Elements Table.</p> <p>(e) Whether Rodney Street (State Highway 1) is designed to an urban standard and enables the walking and cycling connection identified in Precinct Plan 1 along Rodney Street to connect with the existing Wellsford urban environment.</p> <p><i>Open space network</i></p> <p>(f) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.</p> <p>(g) Whether existing mature Totara trees are retained where possible;</p> <p><i>Stormwater and flooding</i></p> <p>(h) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14).</p> <p>(i) The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation, ongoing viability and maintenance, and integration with the surrounding environment including the road corridor where relevant.</p> <p><i>Landscape Buffer</i></p>

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought	
					(j) Whether the landscape buffer strip is provided generally in the location shown on IX.10.1 Wellsford North: Precinct Plan 1 to achieve a buffer between Rodney Street and development within the Wellsford North Precinct. As a guide the landscape buffer strip should be a minimum of 5m in width.	
31.	IX.8.2.	Assessment Criteria (6)	Oppose	Kāinga Ora seeks the amendment of IX.8.2.(6) to be consistent with the submission points sought above.	Delete IX.8.2.(6) as follows: (6) Infringements to IX6.5 Subdivision of sites within the Large Lot Zone: (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.	48.33
32.	IX.8.2.	Assessment Criteria (7)	Oppose	Kāinga Ora seeks the amendment of IX.8.2.(6) to be consistent with the submission points sought above.	Delete IX.8.2.(7) as follows: (7) Infringements to IX6.6 Subdivision of sites within the Mixed Housing Suburban Zone: (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.	48.34
33.	IX.8.2.	Assessment Criteria (8)	Oppose	Kāinga Ora seeks the amendment of IX.8.2.(8) to be consistent with the submission points sought above.	Delete IX.8.2. (8) as follows: (8) Infringement of standard IX.6.7 — Activities sensitive to noise within 60m of the rail corridor (a) Whether activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and amenity while they are	48.35

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>indoors, and whether such activities unduly constrain the operation of the railway corridor. This includes:</p> <p>(i) the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor;</p> <p>(ii) the extent of non-compliance with the noise standard and the effects of any non-compliance;</p> <p>(iii) the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and</p> <p>(iv) Any noise management implications arising from technical advice from an acoustic rail noise expert and KiwiRail.</p>
34.	IX.8.2	Matters of Discretion (9)	Oppose	Kāinga Ora seeks the amendment of IX.8.1.(9) to be consistent with the submission points sought above.	<p>Delete IX.8.1.(9) as follows:</p> <p>(9) Infringement of standard IX.6.8 Safe operation of the North Auckland Line</p> <p>Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Auckland Line, including:</p> <p>(i) the size, nature and location of the buildings on the site;</p> <p>(ii) the extent to which the safety and efficiency of railway operations will be adversely affected;</p>

48.36

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					(iii) any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Auckland Line; and (iv) Any implications arising from advice from KiwiRail.
35.	IX.9.	Special information requirements (2)	Oppose	Kāinga Ora seeks the deletion of IX.9.(2) to be consistent with the submission points sought above.	Delete IX.9.(2) as follows: (2) Activities sensitive to noise proposed within 60m of the rail corridor which infringe Standard IX.6.7 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.15: a) Evidence of consultation with KiwiRail and its responses to that consultation.
36.	IX.10.	Precinct Plans	Support in Part	Kāinga Ora notes that while “Native Totara Trees” are show in the Legend of the Precinct Plan, it is not shown on the map. Kāinga Ora seeks that the “Totara Trees” are identified in the precinct plan. Kāinga Ora seeks deletion of the landscape buffer as discussed above.	Amend Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network to show the Native Totara Trees. Delete Landscape Buffer from the Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network.

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The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Shyla Walton

Organisation name:

Agent's full name:

Email address: shylajwalton@gmail.com

Contact phone number:

Postal address:

Wellsford
Auckland

Submission details

This is a submission to:

Plan change number: Plan Change 92

Plan change name: PC 92 (Private): Wellsford North

My submission relates to

Rule or rules:

Table E38.8.3.1.1 Minimum net site areas for subdivisions involving parent sites of 1 Hectare or greater.

Table E38.8.2.3.1 Minimum net site areas for subdivisions involving parent sites of less than 1 Hectare.

Table E39.6.5.2.1 Minimum and minimum average net site areas (Countryside Living Zone)

Property address:

Map or maps:

Other provisions:

Reducing the minimum net site areas of the Wellsford North precinct:

SHZ to 300m²

49.2

LLZ to be reduced to 3000m² and additionally,

49.3

CSLZ minimum average net site area reduced to 1 hectare and,

49.4

Some restricted scope for larger sites (1000m²) within the SHZ

49.5

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:

Wellsford needs growth now before it is bypassed by the motorway so it doesn't become a ghost town when it is bypassed.

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

49.1

Details of amendments: As outlined above

Submission date: 11 October 2023

Attend a hearing

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

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

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



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Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

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

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



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

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

Address for service of Submitter _____

Telephone: Email:

Contact Person: (Name and designation, if applicable) _____

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify) _____

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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.

50.1
50.2
50.3
50.4
50.5
50.6
50.7

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

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

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

(CONT.) The Reason for my view...

Student & Pedestrian safety.

Most roads connecting the proposed property are currently cul-de-sacs with children playing or walking to and from school.

Scale of development, leading to Congestion, Traffic, Utilities, Flooding & Parking.

Should development of 650-800 dwellings occur we expect numbers of vehicles to increase significantly.

Most houses in Wellsford have a minimum of 2 cars. This would increase the number of vehicles by 1,300-1,600. The current population of Wellsford is currently estimated to be ~2,250.

Assuming 2 people would live at each of the 800 dwellings, the population of Wellsford has the potential to grow by over 70%.

Currently, there is no turning bay at the end of Monowai Street - current council & independent contractors have to reverse all the way back up Monowai St and Batten Street to turn around.

Usually turning into private/public property on the corner of Monowai and Batten St and damaging(as attached) drains, roads, signs & driveways.

There recently was a single construction site at the end of Monwai Street who's contractors had to frequently request residents to move their cars as there is insufficient space for trucks to pass.

In addition, contrators spilled metal onto the road as they turn the corner. (as attached) These were my observations of a small build on one single house zone.

The proposed development should consider how it will further address and mitigate/minimise the impacts on local residents, as they build 650-800 dwellings over the next few years.

