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

Date: **Wednesday 21 & Thursday 22 August 2024**
(with Friday 23 August if required)

Time: **9:30am**

Meeting room: **Masonic Hall**

Venue: **3 Baxter Street, Warkworth**

HEARING REPORT

PRIVATE PLAN CHANGE 92

WELLSFORD NORTH

WELLSFORD WELDING CLUB LIMITED

COMMISSIONERS

Chairperson **Greg Hill**
Commissioners **Lisa Mein**
Trevor Mackie

Patrice Baillargeon
KAITOHUTOHU MATAAMUA WHAKAWĀ
SENIOR HEARINGS ADVISOR

Telephone: 09 890 4692 or 027 338 5383
Email: patrice.baillargeon@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

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

Hearing Schedule

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

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

Cross Examination

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

The Hearing Procedure

The usual hearing procedure is:

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

Please note

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

**A NOTIFIED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY
WELLSFORD WELDING CLUB LIMITED**

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Reporting officer, Robert Scott

Reporting on proposed Private Plan Change 92: Wellsford North to rezone 72ha of land in the north eastern edge of Wellsford to a combination of residential, business, and rural zones. The proposal also seeks to introduce a 'Wellsford North' precinct that would cover the majority of the land subject to the plan change.

APPLICANT: WELLSFORD WELDING CLUB LIMITED

SUBMITTERS:	
Page 434-435	Centennial Park Trust
Page 436-438	Stephen David John Porteous
Page 439-440	MacGillivray William James Fraser
Page 441-442	Pamela Rose Tod
Page 443-444	Mike Wilton
Page 445-446	Michael Joseph Evans
Page 447-448	Lionel Foster
Page 449-452	Wharehine Group Limited
Page 453-454	Maria G Wallace
Page 455-456	Paul Nicholas Warren Jones
Page 457-458	Phil Newland
Page 459-460	Joshua Don
Page 461-462	Benjamin James Wallace
Page 463-464	Ricardo Person
Page 465-467	Jared Person
Page 468-470	Gareth Stewart

Page 471-473	Rine Bosman
Page 474-476	Michael Bosman-Wright
Page 477-481	Rams Investments 2008 Limited
Page 482-484	Vicki Julia Carr
Page 485-487	Edwin Gilbert Person
Page 488-490	Dale Stewart
Page 491-493	Kingsley Don
Page 494-496	Owen Stewart
Page 497-499	Lance Don
Page 500-502	Kevin Person
Page 503-505	Shy Walton
Page 506-508	Karl Walton
Page 509-511	Bug Walton
Page 512-514	Amber Walton
Page 515-517	Luka Walton
Page 518-520	David Person
Page 521-522	Sheryl Walton
Page 523-524	Brad Don
Page 525-547	Wellsford Welding Club
Page 548-554	The New Zealand Transport Agency (Waka Kotahi)
Page 555-566	Auckland Transport
Page 567-581	Ellper Holdings Limited
Page 582-584	Ministry of Education
Page 585-590	KiwiRail Holdings Limited (KiwiRail)
Page 591-596	Watercare Services Limited
Page 597-599	Llewellyn Walton
Page 600-601	Stephen Phillip Wallace
Page 602-604	Daryl Walton
Page 605-607	Lionel Don
Page 608-610	Andre Raikes
Page 611-613	Andree Walton
Page 614-646	Kāinga Ora – Homes and Communities
Page 647-648	Shyla Walton
Page 649-654	Giancarlo Penzo

FURTHER SUBMITTERS:

Page 655-659	Auckland Transport
Page 660-663	Kāinga Ora – Homes and Communities
Page 664-668	The New Zealand Transport Agency (Waka Kotahi)
Page 669-677	Ellper Holdings Limited
Page 678-682	Watercare Services Limited



Hearing Report for Proposed Private Plan Change 92: Wellsford North to the Auckland Unitary Plan (Operative in Part)

Section 42A Hearing Report under the Resource Management Act 1991

Report to: Hearing Commissioners

Hearing Date: 21-23 August 2024

File No: Proposed Plan Change 92

Report Author: Robert Scott – Planning Consultant

Report Approver: Peter Vari, Team Leader, Planning – Regional, North, West and Islands, Plans and Places

Report produced 10 July 2024

Summary of Proposed Private Plan Change 92: Wellsford North

Plan subject to change	Auckland Unitary Plan (Operative in part), 2016
Number and name of change	Proposed Plan Change 92 (PC92): Wellsford North to the Auckland Unitary Plan - Operative in Part (Unitary Plan)
Status of Plan	Operative in Part (2016)
Type of change	Proposed Private Plan Change Request (Request)
Requestor:	Wellsford Welding Club Limited (WWC / Requestor)
Clause 25 decision outcome	Accepted on 3 August 2023
Parts of the Auckland Unitary Plan affected by the proposed plan change	Planning Maps Chapter I: Precincts
Was clause 4A complete	Yes The Requester has consulted with nine mana whenua groups. Ngāti Manuhiri provided a supportive cultural values assessment report on 6 April 2022.
Date of notification of the proposed plan change and whether it was publicly notified or limited notified	PPC92 was publicly notified on 14 September 2023 Submissions closed on 12 October 2023. Summary of Decisions Requested notified on 16 November 2023. Further submissions closed on 30 November 2023. Errata to Summary of Decisions Requested notified 30 November 2023. Further submissions period extended and closed midnight 14 December 2023.
Submissions received (excluding withdrawals)	50 primary submissions were received
Number of further submissions received (numbers)	Five further submissions were received
Legal Effect at Notification	No legal effect
Main issues or topics emerging from all submissions	<ul style="list-style-type: none"> • Transport (e.g. opposition to the use of Batten Street / Monowai Street to access the proposed development, seeking that the full SH1 roundabout to be constructed at the beginning of development rather than an interim right turn intersection) • Reverse sensitivity (e.g. support and opposition for setbacks / buffers for buildings from SH1 and the railway corridor) • Infrastructure (e.g. funding of required upgrades to the Wellsford water treatment plant and wastewater treatment plant) • Support for growth (e.g. support for the reduction of the minimum site size in the Single House zone to

	<p>300m² (rather than 600m²) and Large Lot zone to 3,000m² (rather than 4,000m²)</p> <ul style="list-style-type: none">• Structure Planning (e.g. support and opposition of the Wellsford North Structure Plan of the Requestor).
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Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
PC92/Request	Proposed Private Plan Change 92
RMA	Resource Management Act 1991
Unitary Plan	Auckland Unitary Plan (Operative in part) 2016
MDRS	Medium Density Residential Standards
IPI	Intensification Planning Instrument
SEA	Significant Ecological Area Overlay
SMAF	Stormwater Management Area Control – Flow 1 and Flow 2
MCI	Macroinvertebrate Community Index
AUPIHP	Auckland Unitary Plan Independent Hearings Panel
NPS-UD	National Policy Statement on Urban Development 2020
NPS-FM	National Policy Statement on Freshwater Management
NPS-HPL	National Policy Statement for Highly Productive Land 2022
NES	National Environmental Standards
NES-CS	National Environmental Standard on Assessing and Managing Contaminants into Soil to protect Human Health
DSI	Detailed Site Investigation
RPS	Regional Policy Statement
NCI	Northern Corridor Improvements
NDC	Auckland Region-Wide Network Discharge Consent
NAL	North Auckland Railway Line
BPO	Best Practicable Option
B-NC Zone	Business – Neighbourhood Centre Zone

R-MHS Zone	Residential - Mixed Housing Suburban Zone
R-MHU Zone	Residential – Mixed Housing Urban Zone
R-SH Zone	Residential – Single House Zone
R-LL Zone	Residential – Large Lot Zone
R-CSL Zone	Rural – Countryside Living Zone
Requestor	Wellsford Welding Club
R-RP Zone	Rural – Rural Production Zone
FUZ	Future Urban Zone
RUB	Rural Urban Boundary
WSP	Wellsford Structure Plan
WWC	Wellsford Welding Club (Requestor of PC92)
FDS	Future Development Strategy
SGA	Supporting Growth Alliance
SMAF1	Stormwater Management Area Flow 1
Waka Kotahi	New Zealand Transport Agency/Waka Kotahi
Kainga Ora	Kainga Ora – Homes and Communities
Watercare	Watercare Services Limited
AT	Auckland Transport
NAO	Noise Attenuation Overlay

EXECUTIVE SUMMARY

- 1) Proposed Private Plan Change 92 (**PC92/Request**) to the Auckland Unitary Plan (Operative in Part) (**Unitary Plan**) seeks to rezone around 82ha of land¹ north of the existing Wellsford township at Rodney Street/State Highway 1 (**SH1**) and Monowai Street . The land is proposed to be rezoned has existing zonings of predominantly Future Urban Zone (**FUZ**), Rural – Rural Production Zone, Rural – Countryside Living Zone and a small area of Residential – Single House Zone. PC92 proposes to change these zones to²:
 - a. Residential – Single House Zone (predominant zoning) - 46.1 ha;
 - b. Residential - Large Lot Zone (to the south east of the Plan Change Area (**PCA**)) - 17.1 ha;
 - c. Business – Neighbourhood Centre Zone - 0.7 ha to the west of the PCA near SH1;
 - d. Residential - Mixed Housing Suburban Zone adjoining the Business - Neighbourhood Centre Zone – 6.2 ha; and
 - e. Rural - Countryside Living Zone to the north of the PCA - 11.9 ha
- 2) The Request includes a new precinct (Wellsford North Precinct) to be included into Chapter I which details the indicative collector road network, stormwater quality management, more enabling minimum net site areas within the Single House Zone (to 300m²) and Large Lot Zone (3,000m²) and sets out triggers so that development capacity is staged with the release of infrastructure.
- 3) The proposed precinct also provides provisions specific to the PCA (including objectives, policies, rules, standards, matters of discretion, assessment criteria and special information requirements) that will apply in addition to the wider provisions of the Unitary plan. The precinct applies to the 62.3ha of the Plan Change.
- 4) The Request proposes a Stormwater Management Area Flow 1 (**SMAF1**) notation over the entire PCA (except for the proposed Rural – Countryside Living Zone area) in addition to site specific stormwater management controls and standards.
- 5) The private plan change process set out in Part 2 of Schedule 1 of the Resource Management Act 1991 (**RMA**) was adhered to in developing PC92. It is noted that a Structure Plan in accordance with Policy B2.2.2(3) of the Regional Policy Statement was prepared by the Requestor to support the Request.

¹ PC92 states that it covers 72ha. However, this figure is incorrect (presumably from a previous iteration of the proposal) and the correct figure is 82ha. It is also noted that the PC92 zoning plan shows around 1ha of land to be rezoned to Residential – Single House (adjacent to the end of Monowai Street) that is already zoned Residential – Single House. However, that area has been left within the PC92 area calculations to avoid further complexity.

² The zone area figures in the PC92 request are incorrect when checked against the Council's GIS system. They have been corrected in the text above. There is only minor adjustments in all zoning figures except for the Residential – Single House zone, which is 6.5ha off (it is 46.1ha rather than 39.6ha).

- 6) Following receipt of all further information under Clause 23 and the Requestor's modifications under Clause 24, PC92 was accepted for processing by the Planning, Environment and Parks Committee under Clause 25 of Schedule 1 of the RMA on 3 August 2023.
- 7) PC92 was publicly notified on 14 September 2023 and submissions closed on 12 October 2023. A total of fifty primary submissions were received. The summary of submissions was notified on 16 November 2023. Further submissions closed on 14 December 2023. Five further submissions were received.
- 8) This report has been prepared in accordance with section 42A of the RMA for the public hearing on PC92
- 9) This report considers the private plan change request and the issues raised by submissions and further submissions received on PC92. The discussion and recommendations in this report are intended to assist the Hearing Commissioners, the Requestor and those persons or organisations that lodged submissions and further submissions on PC92. The recommendations contained within this report are to assist the participants at the hearing and **are not** the decisions of the Hearing Commissioners.
- 10) This report also forms part of council's ongoing obligations under section 32 of the RMA to consider the appropriateness of the proposed provisions, as well as the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised by submissions on PC92.
- 11) A report in accordance with section 32 of the RMA was prepared by the Requestor as part of the private plan change request as required under clause 22(1) of Schedule 1 of the RMA. The information provided by the Requestor in support of PC92 (including the s32 report and an Assessment of Environmental Effects) in annexed in **Appendix 1**.
- 12) In accordance with the evaluation in this report, and subject to further information and analysis requested to be provided by the Requestor at the hearing, it is my assessment that the provisions (subject to amendments recommended in this report) proposed by PC92 are the most appropriate way of achieving the objectives of the Unitary Plan and the purpose of the RMA.
- 13) In reaching the above conclusion and resulting recommendation it is acknowledged that the proposal is consistent with the Unitary Plan and the purpose of the RMA with regard to the following aspects:
 - a) Transportation effects (internal roading and access, effects and SH1);
 - b) The effect on vehicle kilometres travelled (VKT) as far as it is relevant or achievable to an existing rural community;
 - c) Landscape effects;
 - d) Urban Design effects;
 - e) Ecology effects;

- f) Provision of three waters infrastructure including stormwater, wastewater and water supply;
- g) The effects of land instability and the works required address this;
- h) Contamination effects from previous rural land uses;
- i) Archaeological and heritage effects; and
- j) Noise and vibration effects from the adjoining rail corridor and State Highway corridor.

1. Background

1.1. Site and surrounding area

The Plan Change Area (PCA) comprises around 82 hectares of land³ located to the north of the Wellsford township. The area includes land zoned Future Urban (FUZ), Residential – Single House, Rural – Countryside Living, and Rural – Rural Production (see **Figure 1**). The PCA is bounded by Rodney Street / State Highway 1 (SH1) to the west, the existing Wellsford urban area to the south, the North Auckland Railway line to the east, and Boshier Road to the north. **Figure 2** shows an aerial photo of the PCA.

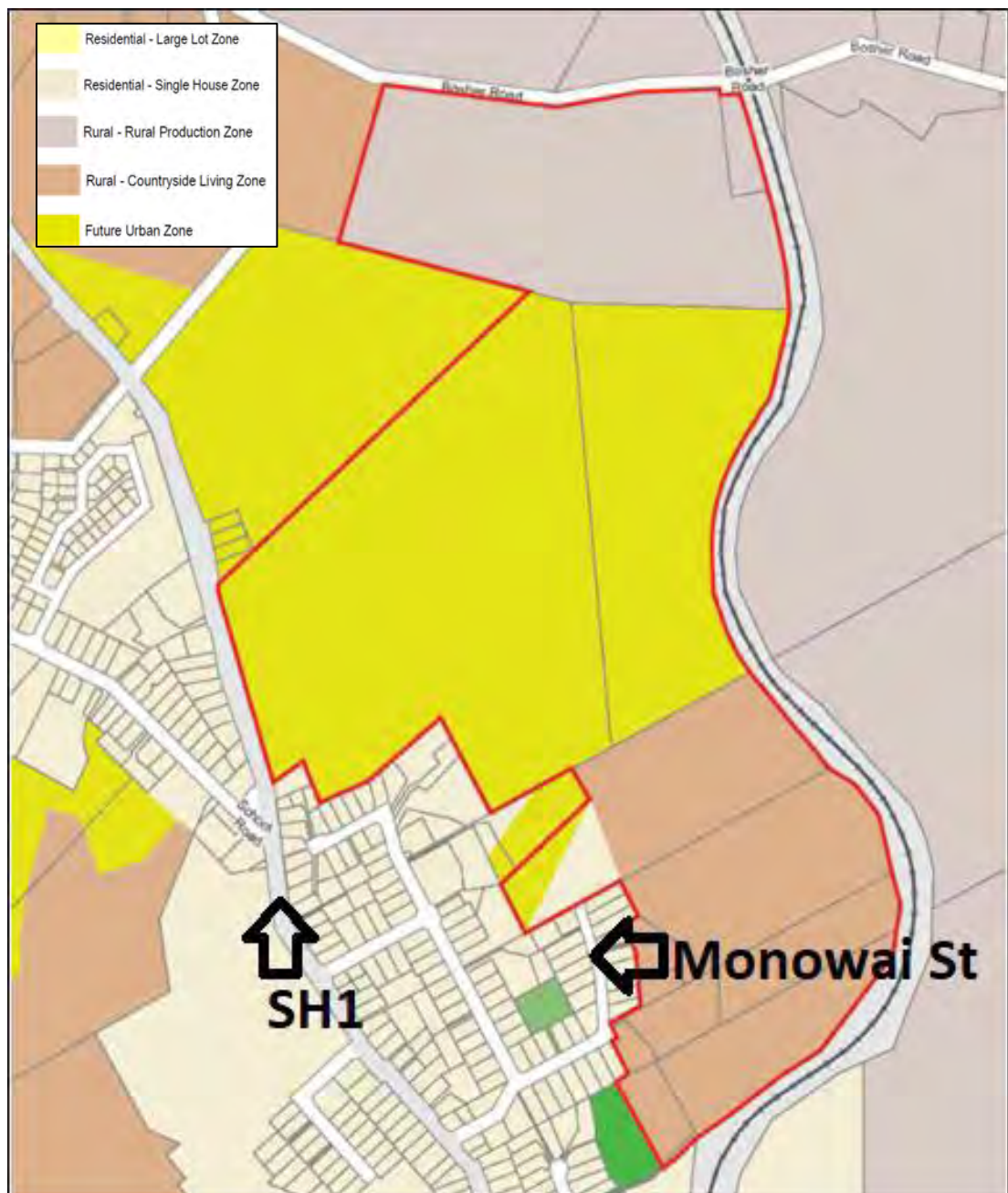


Figure 1: Current zoning of the plan change area
Source: Auckland Unitary Plan maps

³ See footnote 1.

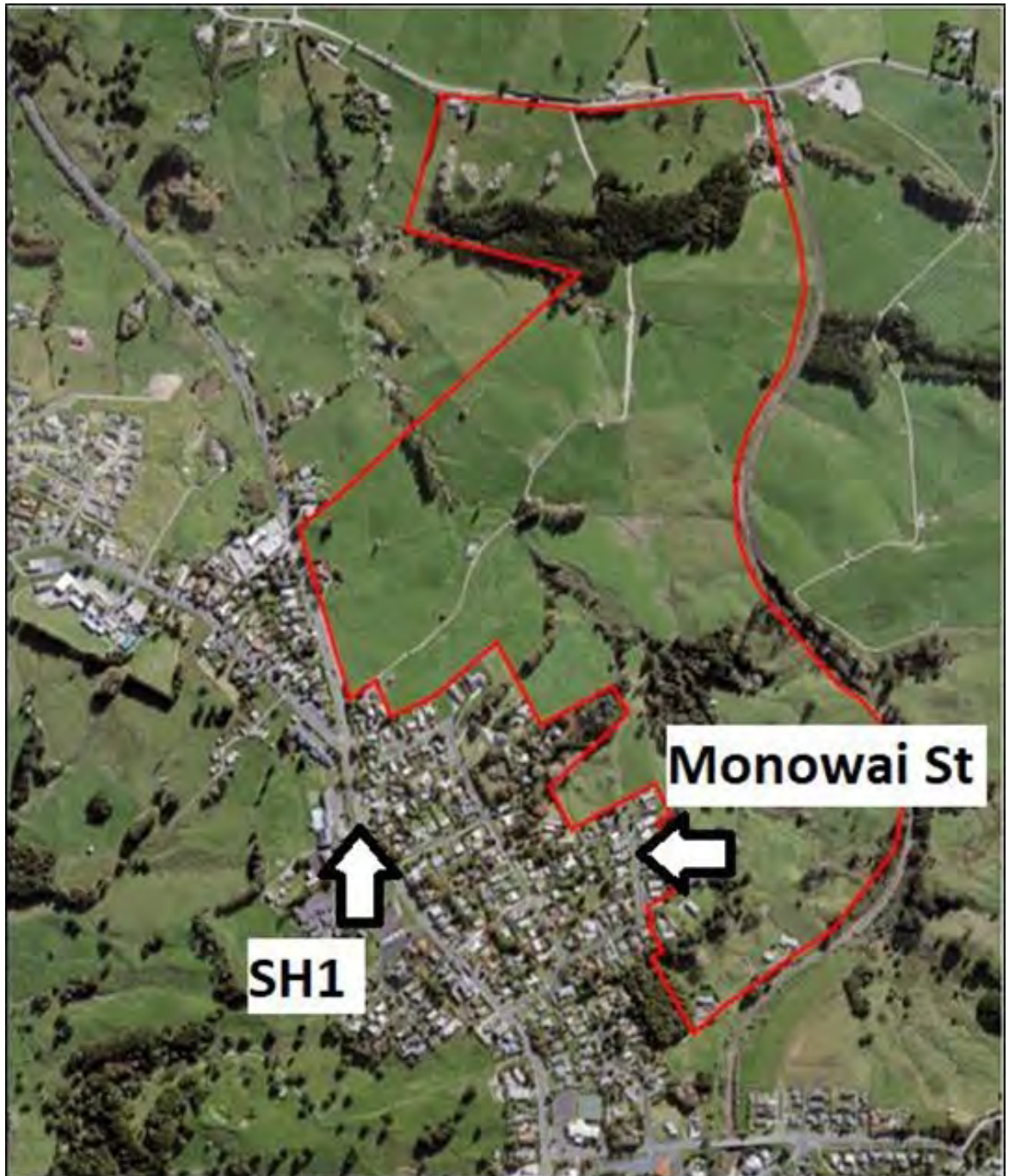


Figure 2: Area photo of the plan change area
Source: Auckland Unitary Plan maps

The PCA is largely comprised of pastoral land with a number of dwellings and rural buildings, mostly in the southern portion of the site. Residential properties adjoin the PCA and formed access and farm tracks currently exist from SH1 and Monowai Street.

As a predominantly working farm, most of the site is in pasture with a number of mature exotic and native trees located near riparian areas. A grove of mature totara trees is located in the southern portion of the site. There is an area of exotic forest in the north of the site.

In terms of topography, the site slopes steeply downwards from SH1 towards the east via a series of gullies to a riparian stream that runs generally from the south to the north. A second stream system runs west to east in the north eastern section of the PCA. The steepest parts of the PCA are to the south and these areas flatten out towards the north and north eastern areas to rolling pasture. The PCA is identified on Council's GIS mapping system as being subject to a relatively small flood plain area that follows the streams through the land.

The surrounding locality comprises the existing Wellsford township which is a small rural service town, located approximately 80 kilometres north of the Auckland CBD, 80 kilometres south of Whangārei and 20km north of Warkworth (Auckland's northern satellite town). Like many townships located on SH1 north of Auckland, ribbon development dominates the urban form with the town centre primarily located either side of SH1. To a lesser extent ribbon development has also occurred along SH16 as the confluence of both these state highways meet near the centre of the township.

The residential areas have established to the east of SH1 and to the north west with some new subdivisions and developments comprising single dwellings occurring on land to the north west of School Road. The existing settlement of Wellsford is largely zoned Residential – Single House Zone and is characterised by traditional single dwelling development with a density of 800m² to over 1,000m² being typical.

As set out in the section 32 assessment, the Wellsford town centre provides essential and support services to locals, with Warkworth providing for a wider range of goods, services and job opportunities including larger supermarkets.

Wellsford is serviced by a local bus route (bus service 998) which connects to Warkworth. From Warkworth there are connections to other northern settlements and to the Hibiscus Coast bus station (which connects into the wider public transport network including the busway to the city). The current service operates with a frequency of once per hour. The nearest bus stop is on Station Road, which is between 1km and 1.3km from the interface between the PCA and Monowai Street and SH1, respectively.

In terms of educational facilities, Rodney College and Wellsford Primary School are both located to the west of the proposed PCA. The schools are located to the west across SH1 and can be accessed via the SH1 underpass south of the PCA.

1.2. Existing Plan Provisions

Future Urban Zone (Chapter H18)

The FUZ is a transitional zone that is applied to land that has been identified as being suitable for urban zoning and associated subdivision and development. Permitted activities include farming, horticulture and several other rural activities and industries.

The objectives for the FUZ are:

H18.2. Objectives

- 1) Land is used and developed to achieve the objectives of the Rural – Rural Production Zone until it has been rezoned for urban purposes.*
- 2) Rural activities and services are provided for to support the rural community until the land is rezoned for urban purposes.*
- 3) Future urban development is not compromised by premature subdivision, use or development.*
- 4) Urbanisation on sites zoned Future Urban Zone is avoided until the sites have been rezoned for urban purposes.*

Rural - Countryside Living Zone (H19.7)

The Rural – Countryside Living Zone (**R-CSL Zone**) provides for rural lifestyle living in identified areas of rural land which are generally closer to urban Auckland or rural and coastal towns. Importantly, the R-CSL Zone is the sole receiver zone for transferable rural site subdivision from other rural zones.

The objectives for the R-CSL Zone are:

- (1) Land is used for rural lifestyle living as well as small-scale rural production.*
- (2) The rural character, amenity values, water quality, ecological quality, historic heritage values and the efficient provision of infrastructure is maintained and enhanced in subdivision design and development.*
- (3) Development in the zone does not compromise the ability of adjacent zones to be effectively and efficiently used for appropriate activities.*
- (4) The type and nature of land-use activities provided for are restricted to those appropriate for the typically smaller site sizes.*
- (5) Subdivision, use and development is compatible with infrastructure and any existing infrastructure is protected from reverse sensitivity effects.*

Rural – Rural Production Zone (H19.3)

The Rural – Rural Production Zone (**R-RP Zone**) has the purpose of providing for the use and development of land for rural production activities and rural industries and services, while maintaining rural character and amenity values.

The R-RP Zone has two Objectives which are:

- (1) A range of rural production, rural industries, and rural commercial activities take place in the zone.*

- (2) *The productive capability of the land is maintained and protected from inappropriate subdivision, use and development.*

Residential – Single House Zone (H3)

Two small areas of the PCA are currently zoned Residential - Single House Zone (**R-SH Zone**). However, it is noted that the R-SH Zone is the only residential zone that applies to the existing Wellsford township and therefore it has an important contextual component.

The purpose of the R-SH Zone is to maintain and enhance the amenity values of established residential neighbourhoods. The zone description notes that particular amenity values of a neighbourhood may be based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character. To support the purpose of the zone, multi-unit development is not provided for, with additional housing limited to the conversion of an existing dwelling into two dwellings and minor dwelling units. The zone is generally characterised by one to two storey high buildings consistent with a suburban built character.

The Objectives for the SH Zone are:

- (1) *Development maintains and is in keeping with the amenity values of established residential neighbourhoods including those based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character.*
- (2) *Development is in keeping with the neighbourhood's existing or planned suburban built character of predominantly one to two storeys buildings.*
- (3) *Development provides quality on-site residential amenity for residents and for adjoining sites and the street.*
- (4) *Non-residential activities provide for the community's social, economic and cultural well-being, while being in keeping with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the neighbourhood.*

1.3. Designation, Overlays and Controls

The site is also subject to the following designations, overlays and controls:

- Controls - Macroinvertebrate Community Index – Rural, Exotic, Native and Urban.
- The PCA adjoins SH1 to the west which is subject to the New Zealand Transport Agency designation 6763 – State Highway 1 - Puhoi to Kaipara District Boundary and Silverdale Interchange improvements.
- The PCA adjoins the North Auckland Railway Line (**NAL**) and is subject to the Kiwi Rail designation 6300 – North Auckland Railway Line from Portage Road, Otahuhu to Ross Road, Topuri.

1.4. Purpose of the proposed private plan change

The Request seeks to rezone around 82 hectares⁴ of FUZ, R-SH Zone, R-CSL Zone and R-RP Zone land for urban development. The new urban development will comprise of⁵:

- 6.2 ha Residential – Mixed Housing Suburban zone;
- 46.1 ha Residential – Single House zone;
- 17.1 ha Residential – Large Lot zone;
- 0.7 ha Business – Neighbourhood Centre zone; and
- 11.9 ha Rural – Countryside Living zone.

The proposed zoning pattern is shown in Figure 3 below, and in the plan change at **Appendix 1**. The Request states:

The intention of the proposed urban zoning is to provide for the establishment of a new residential community that logically extends the existing Wellsford settlement and offers a range of housing types and choice. The small Neighbourhood Centre zone is proposed to be located central to the future residential area, providing for the day-to-day needs for the future residential community in Wellsford North. The Mixed Housing Suburban zone is proposed to be applied around the Neighbourhood centre to provide for medium density residential development in areas within walking distance to the centre. The Single House zone is proposed to apply to the majority of the area proposed to be urbanised through the Plan Change, to ensure the character of the residential development is in keeping with the existing Wellsford settlement.⁶

Due to recognised topographical constraints and existence of watercourses, the Request proposes to zone the majority of the southern portion of the land for low density development using the Residential – Large Lot Zone. In total, the Request states that it is intended that the package of rezoning will enable between 650-800 new dwellings.⁷

As a response to stormwater constraints on the land it is proposed to apply the Stormwater Management Area Control – Flow 1 (**SMAF1**) across the proposed urban zoned parts of the PCA to manage the increase in stormwater discharge to sensitive stream environments. Additionally, the Council's recently approved Network Discharge Consent includes requirements to prepare a Stormwater Management Plan (**SMP**) and meet defined outcomes. This requirement will be triggered as part of future resource consent processes.

⁴ Refer to footnote 1.

⁵ Refer to footnote 2.

⁶ Plan Change Request Page 17

⁷ The proposed provisions enable the actual dwelling yield to be higher or lower. It would depend on the density of the residential area (within the PC92 zone and precinct provisions) proposed at the time of development.

There are two areas of the Request where it is proposed to urbanise land that is currently rural and outside the urban zoned extent of Wellsford. The first is an area to the north where around 4ha of R-RP Zone land is proposed to be rezoned to R-SH Zone. The second area proposed to be urbanised is around 17ha of existing R-CSL zoned land in the southern part of the Request that is proposed to be rezoned to R-LL Zone.

The requestor has provided the information listed in **Table 1** below in support of PC92.

Document title	Specialist	Date
Wellsford Structure Plan	B&A Urban and Environmental	March 2023
Consultation Summary	B&A Urban and Environmental	May 2022
Neighbourhood Design Statement	B&A Urban and Environmental	March 2023
Integrated Transportation Assessment	Commute Limited	May 2023
Stormwater management Plan	Wood & Partners Consultants Ltd	June 2023
Wellsford North: Ecological Impact Assessment	Bioresearchers	March 2023
Engineering Assessment	Hutchinson Consulting Engineers	May 2023
Geotechnical Assessment	Tonkin & Taylor	June 2023
Preliminary Site Investigation (contamination)	Environmental Management Solutions	May 2023
Archaeological Assessment	Clough & Associates	May 2023
Soil and Land Use Capability Assessment	Landsystems	April 2022
Kaitiaki Report Cultural Values Assessment	Ngāti Manuhiri	March 2022
Agricultural Assessment	Greenscene NZ	March 2023

Table 1: Information provided by the requestor in support of the Request

1.5. Proposed Zoning Provisions

The package of zones sought by the Requestor are summarised below:

Residential – Single House Zone (H3)

The purpose and objectives of the R-SH Zone are set out above and not repeated here. It is noted that the R-SH Zone is the only residential zone that applies to the existing Wellsford township. The Requestor proposes to retain the R-SH Zone as the principal residential zone for the Request in order to recognise the traditional single house character that exists in the existing township. The major difference is that the Requestor proposes to reduce the minimum lot size from 600m² net site area for vacant sites to 300m². This is achieved through the proposed precinct provisions and described in greater detail below.

Residential - Mixed Housing Suburban Zone (H4)

The Residential – Mixed Housing Suburban Zone (**R-MHS Zone**) is the most widespread residential zone applying to the Auckland region. The zone embraces both existing urban environments and proposed greenfield areas and is characterised by one or two storey buildings. This zone enables intensification in the form of terrace housing and apartment developments while maintaining a suburban character. Development within the zone will generally be two storey detached and attached housing in a variety of types and sizes to provide housing choice.

This zone allows three dwellings on a site as of right (subject to compliance with relevant development standards). Developments of more than four dwellings are enabled subject to resource consent where the Council's discretion is focussed on the following matters:

- Achieve the planned suburban built character of the zone;
- Achieve attractive and safe streets and public open spaces;
- Manage the effects of development on neighbouring sites, including visual amenity, privacy and access to daylight and sunlight; and
- Achieve high quality on-site living environments.

The Objectives of the R-MHS Zone are:

- (1) *Housing capacity, intensity and choice in the zone is increased.*
- (2) *Development is in keeping with the neighbourhood's planned suburban built character of predominantly two storey buildings, in a variety of forms (attached and detached).*
- (3) *Development provides quality on-site residential amenity for residents and adjoining sites and the street.*
- (4) *Non-residential activities provide for the community's social, economic and cultural well-being, while being compatible with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the neighbourhood.*

The R-MHS Zone is proposed to be applied to 6.2 ha surrounding the proposed Business - Neighbourhood Centre Zone (**B-NC Zone**).

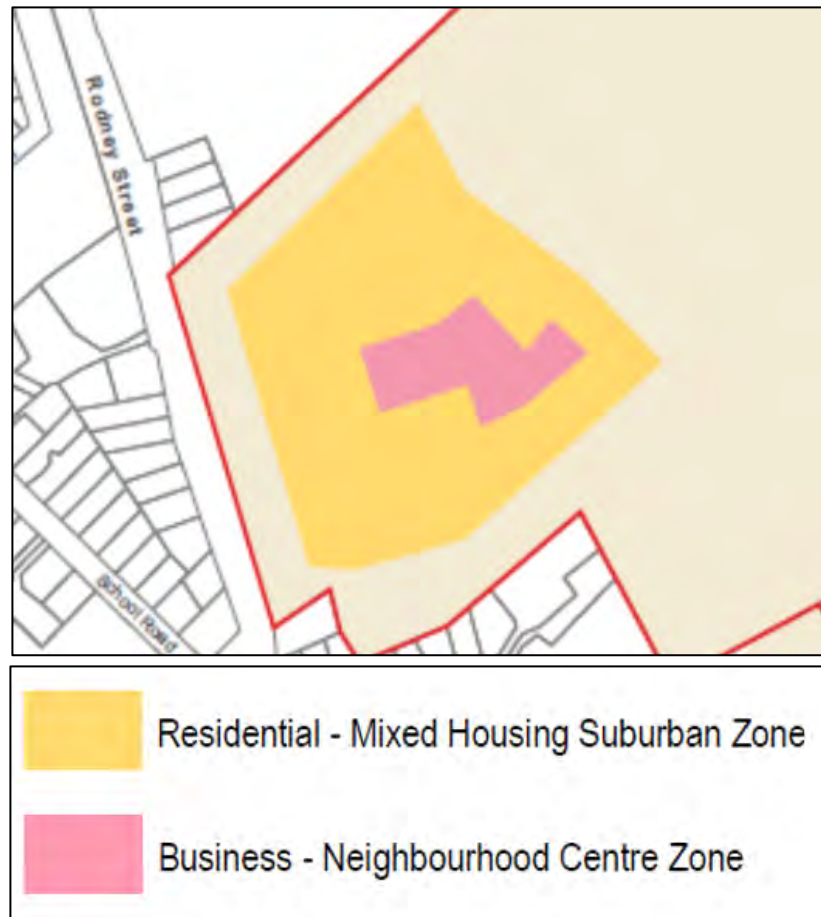


Figure 3: Proposed R-MHS and B-NC Zones

Business – Neighbourhood Centre Zone (H12)

The B-NC Zone applies to single corner stores or small shopping strips located in residential neighbourhoods. They provide residents and passers-by with frequent retail and commercial service needs. PC92 proposes to use the B-NC Zone for a 0.7 ha area in the west of the PCA, near SH1.

The zone provisions typically enable buildings of up to three storeys high and residential use at upper floors is permitted. Development is expected to be in keeping with the surrounding residential environment. New development within the zone requires assessment in order to ensure that it is designed to a high standard which enhances the quality of streets within the area and public open spaces.

The objectives of the B-NC zone are:

- (1) *A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.*
- (2) *Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.*

- (3) *Development positively contributes towards planned future form and quality, creating a sense of place.*
- (4) *Business activity is distributed in locations, and is of a scale and form, that:*
 - (a) *provides for the community's social and economic needs;*
 - (b) *improves community access to goods, services, community facilities and opportunities for social interaction; and*
 - (c) *manages adverse effects on the environment, including effects on infrastructure and residential amenity.*
- (5) *A network of centres that provides:*
 - (a) *a framework and context to the functioning of the urban area and its transport network, recognising:*
 - (i) *the regional role and function of the city centre, metropolitan centres and town centres as commercial, cultural and social focal points for the region, sub-regions and local areas; and*
 - (ii) *local centres and neighbourhood centres in their role to provide for a range of convenience activities to support and serve as focal points for their local communities.*
 - (b) *a clear framework within which public and private investment can be prioritised and made; and*
 - (c) *a basis for regeneration and intensification initiatives.*
- (6) *Commercial activities within residential areas, limited to a range and scale that meets the local convenience needs of residents as well as passers-by, are provided in neighbourhood centres.*
- (7) *Neighbourhood centres are developed to a scale and intensity in keeping with the planning outcomes identified in this Plan for the surrounding environment.*

Residential – Large Lot Zone (H1)

It is proposed to zone 17.1 ha of land on the steeper sections of the site to the east and south east of the PCA to Residential – Large Lot Zone (**R-LL Zone**). This land is currently zoned R-CSL in the Unitary Plan. The proposed new R-LL zone would also adjoin the NAL along the eastern boundary of the PCA.

The R-LL Zone is a residential zone that enables large lot residential development on the periphery of urban areas. To manage existing or potential adverse effects, larger than standard site sizes are required and building coverage and impervious surface areas are

more restricted than other residential zones. The zone description states that large lot development is to be managed to address the following factors:

- development is in keeping with the area's landscape qualities; or
- the land is not suited to conventional residential subdivision because of the absence of reticulated services or there is limited accessibility to reticulated services; or
- there may be physical limitations to more intensive development such as servicing, topography, ground conditions, instability or natural hazards where more intensive development may cause or exacerbate adverse effects on the environment.

The objectives of the R-LL Zone are as follows:

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

As with the R-SH Zone, the Request proposes to reduce the minimum net site area for vacant lots in the R-LL Zone from 4,000m² to 3,000m² and this is also achieved through the proposed precinct provisions (discussed below).

Rural – Countryside Living Zone (H19.7)

It is proposed to rezone 11.9ha of land to the north of the PCA currently zoned R-RP to the R-CSL Zone. The purpose and objectives of the R-CSL Zone are set out above and not repeated here.

1.6. Wellsford Structure Plans

Wellsford Structure Plan (2000)

The Wellsford Structure Plan is a legacy document from the Rodney District Council. As there has been little change in growth projections or land identification for future urban development since 2000, this document remains relevant. It is the only document that shows the overall plan for growth around Wellsford.

At a high level, this structure plan identifies future industrial development in future urban areas in the south of Wellsford and residential development expansion areas mainly in the

north. The majority of the PCA is identified as 'Future Urban' with the Wellsford Structure Plan's Spatial Strategy indicating it as "Long term future urban/residential."

While the Wellsford Structure Plan is a non-statutory document, it was incorporated into the legacy Rodney District Plan (2011), giving it legal status.⁸ The structure plan map is set out in Figure 4 below and shows the area east of Monowai Street as being CSL Zone, the area adjoining SH1 as being Future Urban and the area south of Boshier Road as being zoned Countryside Living.

As part of the Proposed Unitary Plan process the zoning strategy under the 2011 Wellsford Structure Plan was mostly adopted in the current provisions of the Unitary Plan with the exception of the rural land south of Boshier Road, which was zoned R-RP Zone rather the R-CSL Zone.

During the Unitary Plan hearings process, some relatively small additional areas of FUZ were added to Wellsford in order to create a more logical edge to the urban area (where possible).

⁸ Before the Rodney District Plan (2011) was largely superseded by the Auckland Unitary Plan (2016).

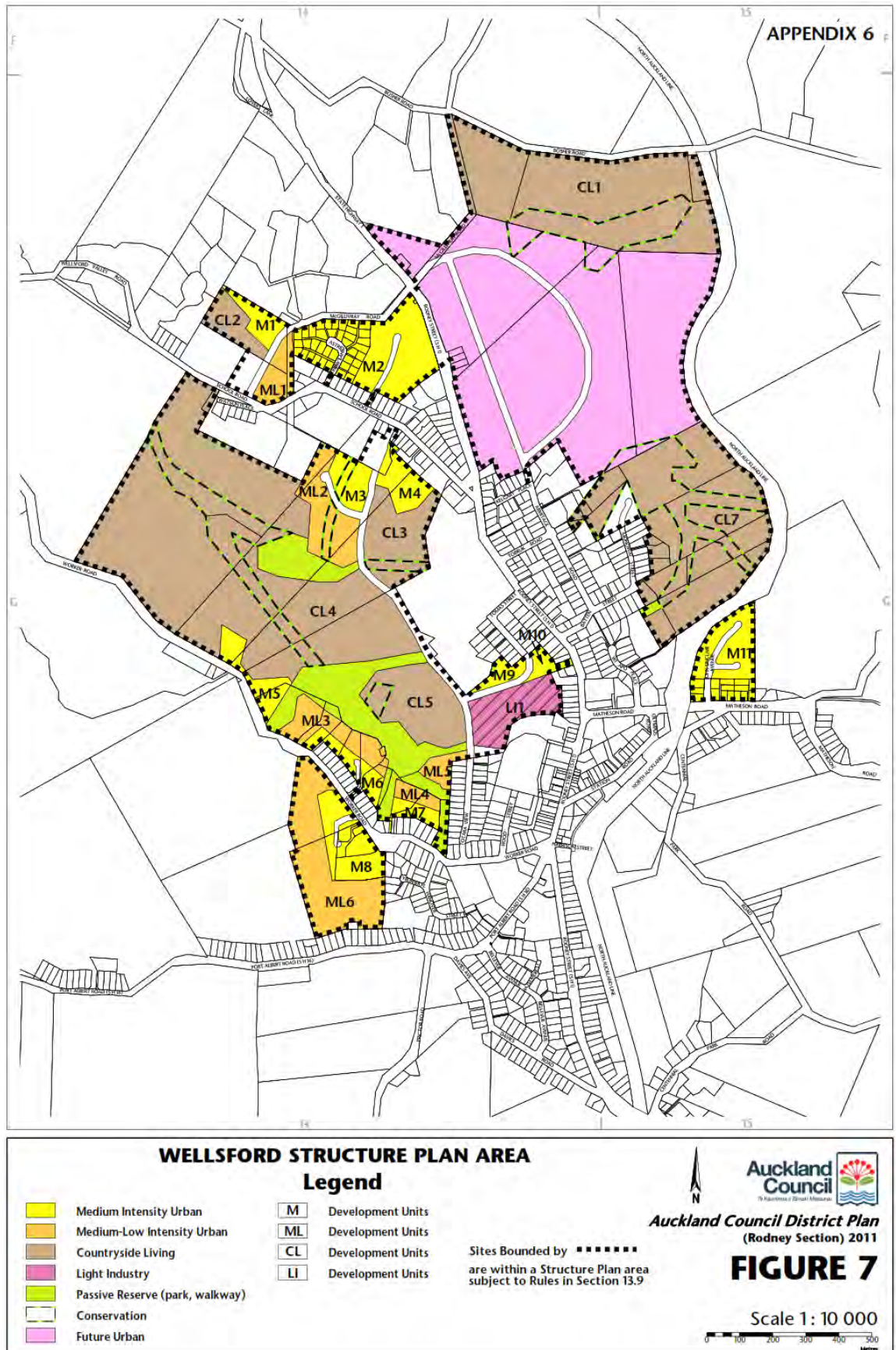


Figure 4: 2011 Wellsford Structure Plan

It is also noted that an indicative roading pattern is shown through the Future Urban area with a connection to the south via Monowai Street and an extension of McGillivray Road

across SH1 into the Future Urban area. Within the Future Urban area of the structure plan, a straight extension of Monowai Road and a curved loop road to the east is shown.

With regard to proposed staging in the 2000 Wellsford Structure Plan, it did not set a timeframe for rezoning the Future Urban area and deferred it to being “Subject to District Spatial Strategy”. It is understood that no such strategy was undertaken prior to the amalgamation of Rodney District into Auckland Council.

Proposed Wellsford North Structure Plan (March 2023)

As the Council has not undertaken any further structure planning for Wellsford since amalgamation, the Requestor has prepared a structure plan for the PCA to support the proposed plan change request. This has also been undertaken to satisfy the requirements of Policies B2.2 and B2.6 of the RPS which only enables the establishment of new or significant expansions of existing rural towns and villages through the structure planning and plan change processes in accordance with RPS **Appendix 1** Structure plan guidelines.

The Proposed Wellsford North Structure Plan has four key sections as follows:

- Vision
- Key Moves
- Design Principles
- Key Outcomes

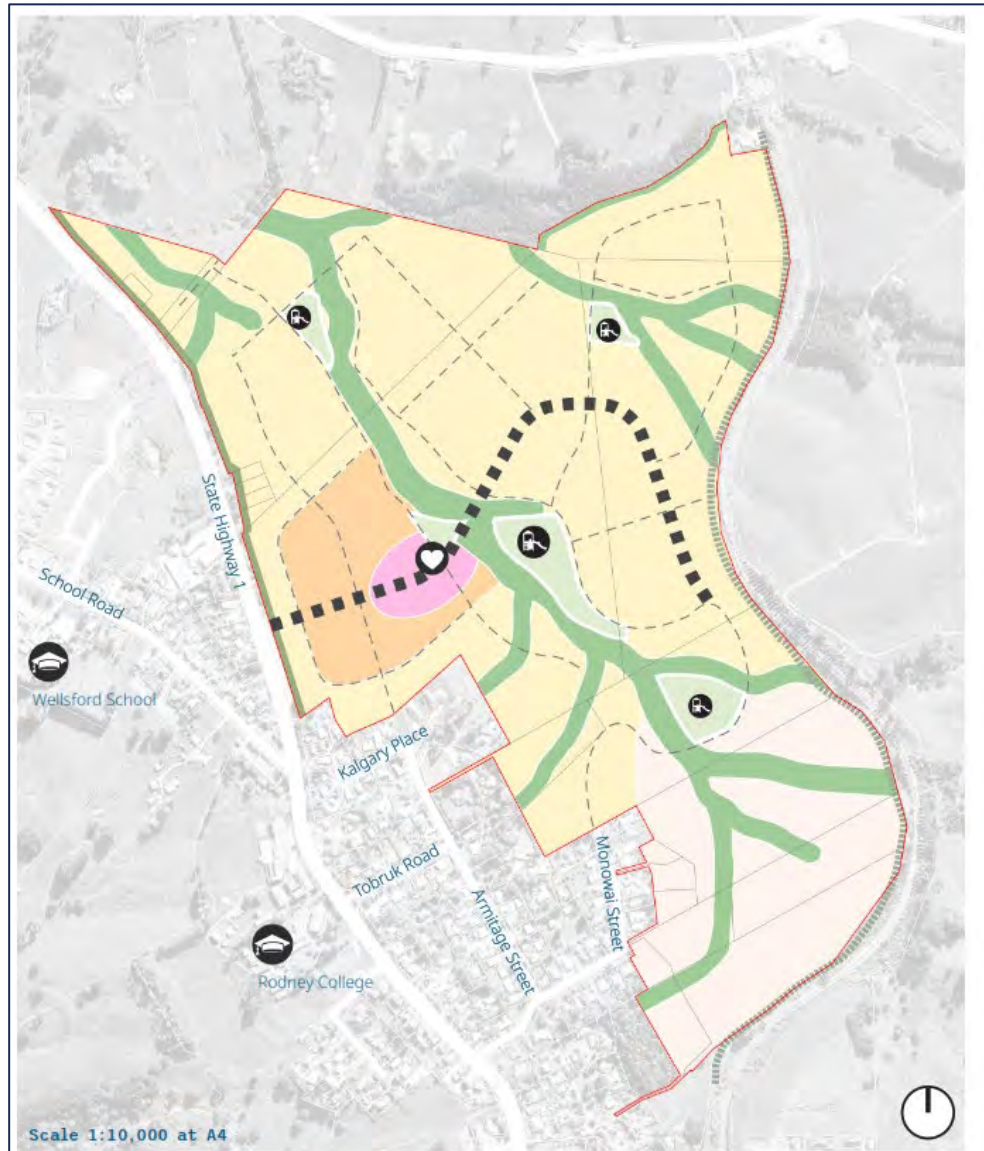
The vision in the Proposed Wellsford North Structure Plan is:

- *Wellsford North is a place for everyone.*
- *A place of abundance, diversity and connectedness, it is shaped by the land and interwoven into the existing fabric of Wellsford.*
- *Wellsford North will be a healthy, resilient and thriving community for future generations.*

With regard to the Key Outcomes the Proposed Structure Plan addresses the following:

- Movement – proposed access from SH1 and from within Wellsford (Monowai Road) and circulation within the PCA
- Built Form and land use – the range of residential densities envisaged
- Landscape and views – Identification of key open space areas, ecological values to be protected riparian buffers areas to be established
- Infrastructure provision – including upgrades to existing wastewater treatment facilities and water supply facilities (including a commitment to funding agreements)

- Transportation strategy
- Implementation strategy



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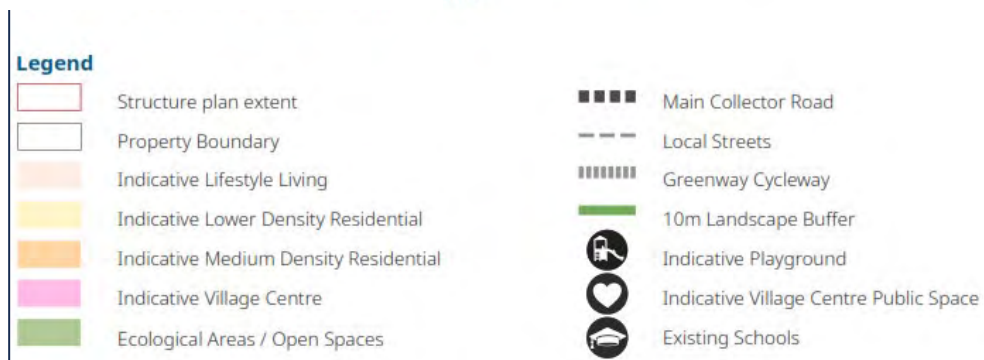


Figure 5: Proposed Wellsford North Structure Plan 2023

The purpose of the Proposed Structure Plan is set out in section 2 and is:

This Structure Plan establishes the pattern of land use, transport connections and network of open spaces within Wellsford North. The Structure Plan has been prepared in full accordance with the requirements of Appendix 1 to the AUP – Structure Plan Guidelines. Importantly, section 1.2(4) of Appendix 1 requires the preparation of a structure plan as a precursor to plan changes establishing new or significantly expanding existing rural and coastal towns and villages.⁹

The proposed structure plan sets out all the relevant national and regional planning instruments, with the exception of the Future Development Strategy (**FDS**) which was notified and made operative after the acceptance of the Request under Clause 23 of Schedule 1 of the RMA.

The proposed structure plan identified a range of zoning and development opportunities to arrive at the structure planning outcome shown in Figure 5.

It is noted that the Proposed Structure Plan recommends a package of residential zonings that would enable higher density of development than that included in the notified PC92 and this is discussed further in the sections below.

1.7. Proposed Precinct

The proposed precinct is shown outlined in red on Figure 3 and it applies to around 62ha of land. The only rezoning areas excluded from the precinct are the R-CSL Zone in the north and a small area of the R-SH Zone in the west. The precinct states:

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.

⁹ Proposed Wellsford North Structure Plan 2023 – Page 22

The proposed precinct includes a precinct description, objectives, policies, activity rules, development standards for subdivision and development, matters of discretion, and assessment criteria. A copy of the notified precinct provisions is in **Appendix 1**.¹⁰

The Wellsford North Precinct proposes to amend the minimum site size for the proposed large area (46.1 ha) of R-SH Zone in the Request. The standard minimum site size for the R-SH Zone in a greenfield area (with a parent site of 1 ha or more) is 480m² with minimum average of 600m². The precinct proposes to amend this to a minimum site size of 300m² (with no minimum average) to make efficient use of the greenfield land, while still retaining the predominately standalone dwelling typology of Wellsford. The Wellsford North Precinct also proposes to amend the minimum site size for the area of R-LL Zone from 4,000m² to 3,000m².

The objectives and policies in the proposed precinct provide guidance and direction to the subdivision and development of the land including the following factors:

- A residential environment that integrates with the existing Wellsford urban area and the natural environment.
- The provision of a range of housing densities and typologies and that enables a safe and functional residential development.
- Development that establishes a sense of place which responds to natural and built site features, landform and Mana Whenua values.
- Provision access to and from the precinct for all modes of transport in a safe and effective manner.
- Provision and timing for necessary wastewater, water supply and transport infrastructure.
- The management of stormwater volumes and stormwater quality.
- Ecological values within wetland and stream habitats are protected, restored, maintained and enhanced.
- Provisions relating to effect of noise on sensitive residential activity adjacent to the rail corridor.

A key component of the proposed precinct is the staging of development with transport upgrades and infrastructure upgrades and the provisions set out when and how those upgrades would occur. This includes the upgrade to the proposed intersection of the main collector road and SH1 and adequate water supply and wastewater infrastructure prior to any subdivision or development.

¹⁰ It is noted that the Requestor has made a number of amendments to the precinct provisions in its submission to the plan change request and these are largely to correct minor reference and typology errors. The suggested amendments by Council officers to the precinct provisions has used this version.

The precinct includes provisions requiring that all impervious surfaces must be treated with a stormwater management device(s) and the standards which are to be met.

With regard to sensitive (i.e. residential) activities adjoining the rail corridor, the proposed precinct includes a rule requiring buildings to be setback at least 5 metres from any boundary which adjoins the North Auckland Line (**NAL**). It also includes a rule requiring any new building or alteration to an existing building that contains an activity sensitive to noise, within 60 metres of the rail corridor, to 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.

With regard to riparian areas the proposed precinct includes a standard requiring the margin of any permanent or intermittent stream to be planted to a minimum width of 10m measured from the top of bank of the stream.

1.8. Policy Context

Auckland Plan 2050 (2018)

The Auckland Plan 2050 seeks that most of Auckland's anticipated population and dwelling growth over the next 30 years be within the existing urban area. This is reflected in Chapter B of the RPS in the Unitary Plan, which endeavours to achieve a quality compact urban form where urban growth is primarily accommodated within the urban area 2016, providing sufficient development capacity that is integrated with the provision of appropriate infrastructure.¹¹

Both the Auckland Plan and Unitary Plan anticipate some growth occurring in rural towns and villages. The Unitary Plan seeks that *“growth and development of existing or new rural and coastal towns and villages is enabled”*¹² subject to particular criteria being met. While the Auckland Plan's Development Strategy outlines that *“residential growth in rural Auckland will be focused mainly in the towns which provide services for the wider rural area particularly the rural nodes of Pukekohe and Warkworth.”*¹³

The principle of future growth (greenfield expansion) being appropriate in Wellsford is recognised by the areas of Future Urban zoning on the town's periphery. However, neither the Auckland Plan nor the Unitary Plan specifically anticipate any significant urban growth beyond the currently zoned area.

Plan Change 78 - Intensification (2022)

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 required the Council to prepare an intensification planning instrument (**IPI**) to incorporate the Medium Density Residential Standards (**MDRS**) into relevant residential

¹¹ Objectives B2.2.1(1)-(5), Chapter B2 Urban Growth and Form of the Regional Policy Statement.

¹² Objective B2.6.1(1), Chapter B2 Urban Growth and form of the Regional Policy Statement.

¹³ Development Strategy: Rural Areas <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/development-strategy/Pages/rural-auckland.aspx>.

zones in the district plan, as well as giving effect to Policies 3 and 4 of the National Policy Statement on Urban Development 2020 (**NPS-UD**).

The MDRS standards support the development of three homes up to three storeys on each relevant residential zoned site, without the need for resource consent (provided that no qualifying matters apply to the site). Plan Change 78 – Intensification (**PC78**), being the IPI instrument, was notified on 18 August 2022.

It is noted that Wellsford has not been included in PC78. Wellsford is not required to incorporate MDRS on the grounds that it has a population under 5,000 persons (as of the 2018 census). The land in and adjacent to the Wellsford Town Centre zone has been considered under Policy 3(d) (intensification around ‘other’ centres) of the NPS-UD. However, the Council has not proposed any changes to the density or heights in this area of Wellsford as the current heights and densities adjacent to the Wellsford Town Centre zone are considered commensurate with the commercial activities and community services in the centre.

Future Development Strategy (2023)

Auckland Council is required to prepare a Future Development Strategy (**FDS**) to fulfil its requirements under both the Local Government (Auckland Council) Act 2009 and Policy 3.12 of the National Policy Statement on Urban Development 2020. The FDS replaces the Future Urban Land Supply Strategy (2018) and the Auckland Plan Development Strategy (2018) in terms of the timing and sequencing of development in these future urban areas over the next 30 years. The Request was lodged prior to the FDS being notified and PC92 was notified prior to the FDS being adopted in November 2023.

Under the FDS the infrastructure prerequisites for releasing land for development relates to necessary upgrades to the Wellsford Wastewater Treatment Plant and the Wellsford Water Treatment Plant.

With regards to vehicle kilometres travelled – emissions reduction (VKT), the FDS Future Urban Areas Evidence Report notes that:

“...no bulk transport improvements are planned to support development at Wellsford and as there is no rapid transit network planned, this area would not contribute to VKT reduction.¹⁴ Distance from the existing urban area, lack of rapid transport and lower opportunities for mode shift mean strategic outcomes are unlikely to be achieved”¹⁵

On this basis, the FDS has set an indicative timing of “2030+”¹⁶ for the FUZ land in Wellsford to be development ready.

In this case there is a Heads of Agreement with Watercare committing to a funding agreement between the Requestor and the Watercare to fund the necessary upgrades to

¹⁵ Future Development Strategy – Future Urban Areas Evidence Report – November 2023 - Pages 62 and 62

¹⁶ Future Development Strategy Appendix 6 and Appendix 7

wastewater and water supply infrastructure (up to 200 dwellings initially and for future residential expansion beyond that). Both the Requestor and Watercare should provide more detail on that aspect of the provision of this infrastructure in evidence.

With regard to VKT, it is implied that this was also a reason to delay urban zonings in Wellsford until 2030+. However, I note that the FDS did not recommend removing the FUZ land in Wellsford (as other FUZ areas of Auckland were).

Being a small rural community in the northern area of Auckland, I am of the view that Wellsford (and many other similar small rural or coastal communities) will never realistically be viable for an integrated public transport system that would make any meaningful reduction in VKT in the medium or long term. It is also my view that delaying urban development of the FUZ land in Wellsford until 2030+ would not result in any significant change to the provision of bulk transport to Wellsford.

It needs to be recognised, in my view, that where land has been zoned FUZ there is an expectation that growth should be enabled. This is still applicable in remote communities such as Wellsford, even though there are no viable public transport services or any plans to provide these.

In my opinion, while there is an expectation to undertake urban growth in a sustainable manner which includes the integration of public transport facilities, it appears reasonable that this should be a priority for decision-making where such facilities are viable and practical. Similarly, it is my view that if there is no viable public transport solution for isolated communities with FUZ zoning (and AT has no strategic or long-term plans to provide these), then urbanisation should not be precluded. That said, future proofing for public transport facilities is relevant and appropriate.

1.9. Covid-19 Recovery (Fast -Track Consenting) Act (2020)

Under the above Act, the Wellsford Welding Club Limited (**WWC**) has applied for resource consents to undertake a residential subdivision on land at SH1 and Monowai Street, Wellsford. The land of the consent application forms part of the area of land covered by PC92.

The Minister for the Environment granted the application for referral to an expert consenting panel, and an Order of Council referral order was issued on 21 October 2022. It is understood that the application has been lodged with the Environmental Protection Authority (**EPA**) and a proposed scheme plan is shown in Figure 6. The application entails the following:

- Earthworks over approximately 2.6ha to provide appropriate building platforms, gradients for roading and vehicular accesses, and underground infrastructure;
- Construction of retaining walls;
- Extension of Monowai Street to be vested and two private jointly owned access lots;

- Subdivision of 20 residential lots and one balance lot;
- Three waters infrastructure to provide new or extensions to existing infrastructure including stormwater outfalls; and
- Landscaping and street lighting.¹⁷

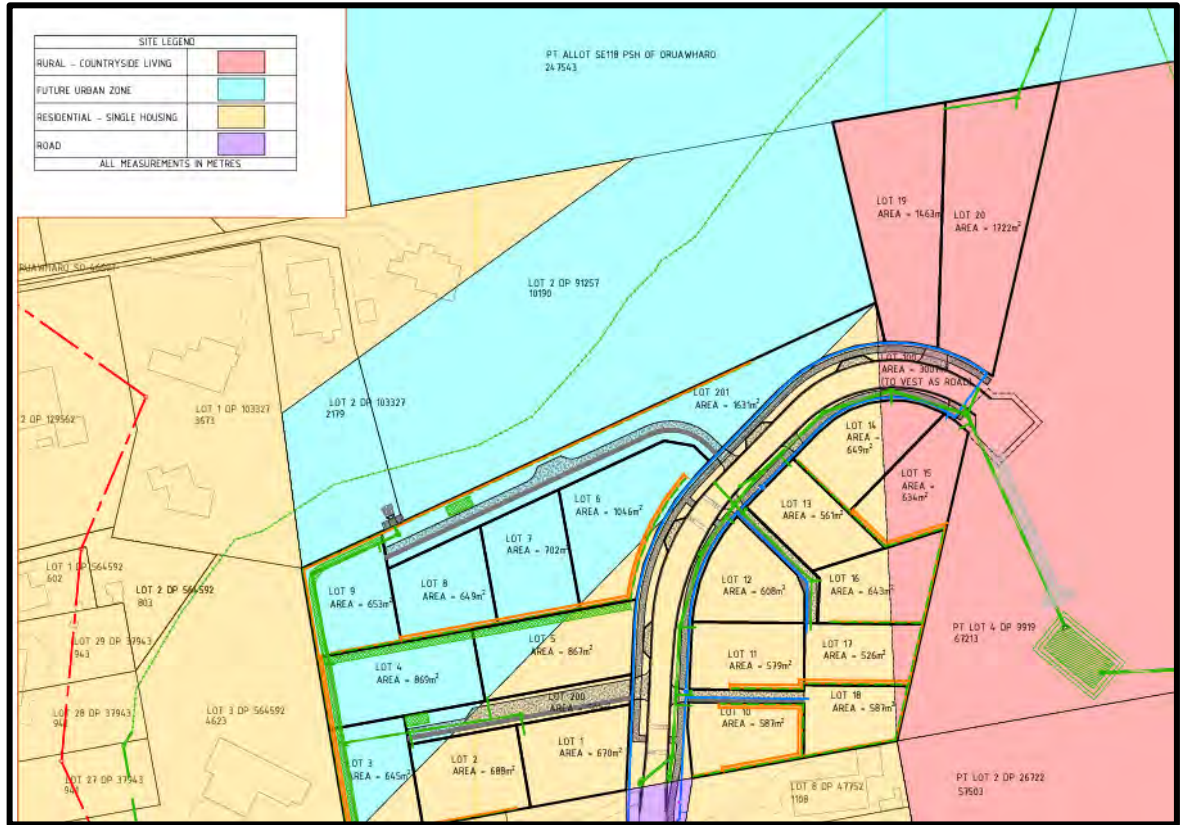


Figure 6: Resource consent application at Monowai Street within the PCA

The assessment of this private plan change request does not involve any evaluation of this application under the Covid-19 Recovery (Fast -Track Consenting) Act 2020. A separate determination on these resource consent applications will be made by the EPA under its own timeframe.

2. CONSULTATION

2.1. Consultation Undertaken

Section 5 of the Wellsford North Structure Plan prepared for the Request provides a summary of the consultation undertaken in the development of the structure plan. This includes the following:

¹⁷ <https://www.epa.govt.nz/fast-track-consenting/referred-projects/wellsford-north/the-application/>

- Auckland Council planning officers
- Waka Kotahi
- Watercare
- Ngāti Manuhiri and Ngāti Wai
- Kāinga Ora
- Public Open Consultation Day

The consultation included “engagement correspondence” sent on 20 July 2021 to the nine iwi authorities who expressed interest in the area, outlining the details of the proposal. The Requestor advises that a response was received from both Ngāti Manuhiri and Ngāti Wai. Representatives of these iwi visited the site with the Requestor on 16 February 2022.

The Requestor states that the purpose of the Public Open Consultation Day (held on 11 April 2022 at the Wellsford Community Centre) was to gain feedback on the proposed land use scenarios, proposed infrastructure and roading initiatives, development concepts and to provide opportunities to better understand the local community’s views. Attendees were able to view displays boards and discuss any issues or aspects of the project with the Requestor’s planning team.

Appendix 4 to the Request assessment report includes a consultation summary report which sets out further consultation leading up to the lodgement of the Request. Engagement is summarised as occurring with the following parties:

- Auckland Council
 - Plans and places
 - Healthy Waters
 - Urban Design Team
- Watercare
- Waka Kotahi
- Iwi
 - Ngāti Whātua Ōrākei
 - Ngāti Manuhiri
 - Ngāti Maru
 - Ngāti Te Ata

- Ngāti Wai
- Ngāti Whātua o Kaipara
- Te Kawerau ā Maki
- Te Rūnanga o Ngāti
- Whātua
 - Te Uri o Hau

3. HEARINGS AND DECISION-MAKING CONSIDERATIONS

Clause 8B of Schedule 1 of the RMA (read together with Clause 29 of Schedule 1 of the RMA) requires that a local authority shall hold hearings into submissions on private plan changes.

Auckland Council’s Combined Chief Executives’ Delegation Register delegates to hearing commissioners all powers, duties and functions under the RMA. This delegation includes the authority to determine decisions on submissions on a plan change, and the authority to approve, decline, or approve with modifications, a private plan change request. Hearing Commissioners will not be recommending a decision to the council but rather they will be issuing the decision under delegated authority.

In accordance with s42A(1), this report considers the information provided by the Requestor (including the Proposed Structure Plan) and summarises and discusses submissions received on PC92. This report makes recommendations on whether to accept, in full or in part; or reject, in full or in part; each submission. This report also identifies what amendments, if any, can be made to address matters raised in submissions. This report makes a recommendation on whether to approve, decline, or approve with modifications PC92. Any conclusions or recommendations in this report are not binding to the Hearing Commissioners.

The Hearing Commissioners will consider all the information submitted in support of the proposed plan change, information in this report, and the information in submissions, together with evidence presented at the hearing.

This report has been prepared by Robert Scott (Planning Consultant, Scott Wilkinson Planning) and draws on technical advice provided by the following technical experts:

Area	Expert
Transport	Martin Peake – Traffic Engineering Consultant
Urban Design	Mustafa Demiralp – Urban Designer: Auckland Council
Wastewater/water supply	Christian Santafe – Development Engineer: Auckland Council
Parks	Gerard McCarten – Planning Consultant

Stormwater	Amber Tsang – Consultant Planner and Kedan Li – Consultant Stormwater Engineer (on behalf of Auckland Council Healthy Waters)
Ecology - terrestrial & freshwater	Alicia Wong - Ecologist: Auckland Council
Landscape/visual	Melean Absolum – Landscape Architecture Consultant
Geotechnical	Dr Frank Havel - Geotechnical Practice Lead, Resilient Land & Coasts: Auckland Council
Land Contamination	Ruben Naidoo - Specialist Environmental Health: Auckland Council
Heritage	Rebecca Ramsay – Senior Specialist Heritage: Auckland Council
Arboricultural	Rhys Caldwell - Arborist - Specialist Unit, Earth, Streams and Trees: Auckland Council
Noise and vibration	Andrew Gordon - Senior Specialist (Noise and Vibration): Auckland Council

Table 2: List of specialist input into s42A report

The technical reports provided by the above experts are provided in **Appendix 3** of this report.

4. STATUTORY AND POLICY FRAMEWORK

Private plan change requests can be made to the Council under clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as Council initiated plan changes, and the private plan change request must contain an evaluation report in accordance with section 32 and clause 22(1) in Schedule 1 of the RMA.

Clause 29(1) of Schedule 1 of the RMA provides “except as provided in subclauses (1A) to (9), Part 1, with all necessary modifications, shall apply to any plan or change requested under this Part and accepted under clause 25(2)(b)”.

The RMA requires territorial authorities to consider a number of statutory and policy matters when developing proposed plan changes. There are slightly different statutory considerations if the plan change affects a regional plan or district plan matter.

PC92 relates to district plan matters with respect to introducing urban and rural zonings and a precinct over the PCA. However, the consideration of how the proposed private plan change gives effect to a Regional Policy Statement is also required.

The following sections summarises the statutory and policy framework relevant to PC92.

4.1. Resource Management Act 1991 – Regional and district plans

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

Relevant Act/Policy/Plan	Section	Matters
Resource Management Act 1991	Part 2	Purpose and intent of the Act
Resource Management Act 1991	Section 32	Requirements preparing and publishing evaluation reports. This section requires councils to consider the alternatives, costs and benefits of the proposal
Resource Management Act 1991	Schedule 1	Sets out the process for preparation and change of policy statements and plans by local authorities

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

4.2. Resource Management Act 1991 – Regional Matters

There are mandatory considerations in the development of a proposed plan change to regional matters. PC92 does not seek to change any regional plan provisions or matters.

4.3. Resource Management Act 1991 – District matters

There are mandatory considerations in the development of a proposed plan change to district plans and rules. **Table 4** below summarises district plan matters under the RMA, relevant to PC92.

Relevant Act/Policy/Plan	Section	Matters
Resource Management Act 1991	Part 2	Purpose and intent of the Act
Resource Management Act 1991	Section 31	Functions of territorial authorities in giving effect to the Resource Management Act 1991
Resource Management Act 1991	Section 73	Sets out Schedule 1 of the RMA as the process to prepare or change a district plan
Resource Management Act 1991	Section 74	Matters to be considered by a territorial authority when preparing a change to its district plan. This includes its functions under section 31, Part 2 of the RMA, national policy

		statement, other regulations and other matters
Resource Management Act 1991	Section 75	Outlines the requirements in the contents of a district plan
Resource Management Act 1991	Section 76	Outlines the purpose of district rules, which is to carry out the functions of the RMA and achieve the objective and policies set out in the district plan. A district rule also requires the territorial authority to have regard to the actual or potential effect (including adverse effects), of activities in the proposal, on the environment

Table 4: Plan change – District plan matters under the RMA

The mandatory requirements for plan preparation are comprehensively summarised by Environment Court in *Long Bay-Okura Great Park Society Incorporated and Others v North Shore City Council* (Decision A078/2008)¹⁸, where the Court set out the following measures for evaluating objectives, policies, rules and other methods. This is outlined below.

A. General requirements

1. *A district plan (change) should be designed to accord with, and assist the territorial authority to carry out its functions so as to achieve, the purpose of the Act.*
2. *When preparing its district plan (change) the territorial authority must give effect to any national policy statement or New Zealand Coastal Policy Statement.*
3. *When preparing its district plan (change) the territorial authority shall:*
 - (a) *have regard to any proposed regional policy statement;*
 - (b) *not be inconsistent with any operative regional policy statement.*
4. *In relation to regional plans:*
 - (a) *the district plan (change) must not be inconsistent with an operative regional plan for any matter specified in section 30(1) [or a water conservation order]; and*
 - (b) *must have regard to any proposed regional plan on any matter of regional significance etc.;*
5. *When preparing its district plan (change) the territorial authority must also:*

¹⁸ Subsequent cases have updated the Long Bay summary, including *Colonial Vineyard v Marlborough District Council* [2014] NZEnvC 55.

- *have regard to any relevant management plans and strategies under other Acts, and to any relevant entry in the Historic Places Register and to various fisheries regulations; and to consistency with plans and proposed plans of adjacent territorial authorities;*
 - *take into account any relevant planning document recognised by an iwi authority; and*
 - *not have regard to trade competition;*
6. *The district plan (change) must be prepared in accordance with any regulation (there are none at present);*
7. *The formal requirement that a district plan (change) must also state its objectives, policies and the rules (if any) and may state other matters.*
- B. Objectives [the section 32 test for objectives]**
8. *Each proposed objective in a district plan (change) is to be evaluated by the extent to which it is the most appropriate way to achieve the purpose of the Act.*
- C. Policies and methods (including rules) [the section 32 test for policies and rules]**
9. *for achieving the objectives of the district plan taking into account:*
- *the benefits and costs of the proposed policies and methods (including rules); and*
 - *the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*
- D. Rules**
11. *In making a rule the territorial authority must have regard to the actual or potential effect of activities on the environment.*
- E. Other statutes:**
12. *Finally territorial authorities may be required to comply with other statutes. Within the Auckland Region they are subject to:*
- *the Hauraki Gulf Maritime Park Act 2000;*
 - *the Local Government (Auckland) Amendment Act 2004.*

When considering changes to district plans, the RMA sets out a wide range of issues to be addressed. The relevant sections of the RMA include sections 31-32 and 72-76 of the RMA.

The tests are the extent to which the objective of PC92 is the most appropriate way to achieve the purpose of the Act (s32(1)(a)) and whether the provisions:

- accord with and assist the Council in carrying out its functions (under s31) for the purpose of giving effect to the RMA;
- accord with Part 2 of the RMA (s74(1)(b));

- give effect to the AUP regional policy statement (s75(3)l);
- give effect to any national policy statement (s75(3)(a));
- have regard to the Auckland Plan 2050 and the FDS (being a strategy prepared under another Act (s74(2)(b)(i));
- have regard to the actual or potential effects on the environment, including, in particular, any adverse effect (s76(3));
- are the most appropriate method for achieving the objectives of the AUP, by identifying other reasonably practicable options for achieving the objectives (s32(1)(b)(i)); and by assessing their efficiency and effectiveness (s32(1)(b)(ii)); and:
- identifying and assessing the benefits and costs of environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for:
 - i. economic growth that are anticipated to be provided or reduced (s32(2)(a)(i)); and
 - ii. employment that are anticipated to be provided or reduced (s32(2)(a)(ii));
- if practicable, quantifying the benefits and costs (s32(2)(b)); and
- assessing the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions (s32(2)(c)).

Under section 74(1)(e) the decision maker must also have particular regard to the section 32 evaluation report prepared in accordance with s32 (s 74(1)(e)).

5. Assessment of effects on the environment

Clause 22 of Schedule 1 to the RMA requires private plan changes to include an assessment of environmental effects that are anticipated by the plan change, taking into account clauses 6 and 7 of the Fourth Schedule of the RMA.

An assessment of actual and potential effects on the environment (**AEE**) is included in the report notified with the Request titled:

- *Wellsford Welding Club Limited: Section 32 Assessment Report - Wellsford Nor-h - Private Plan Change Request and dated 1 June 2023.*

The AEE identifies and evaluates the following actual and potential effects:

- Transport
- Vegetation and Ecology
- Flooding and Stormwater Management
- Geotechnical
- Land Contamination

- Soils
- Servicing
- Urban Form and Quality Built Environment
- Open Space and Community Facilities
- Heritage and Archaeology
- Cultural Values
- Noise and Vibration effects
- Summary of Effects

In my view, the Requestor's AEE covers many of the positive and adverse effects that are relevant to this assessment. Where I agree with the AEE, I will state so and not repeat the assessment. There are effects assessments where I disagree with the conclusions of the AEE and I will give reasons why.

There are also additional effects which, in my opinion, need consideration. To this end, I have categorised my assessment of effects using the headings below rather than the Requestor's headings. In this section, I firstly set out the Requestor's assessment, then secondly, the council's specialist views and lastly my own conclusions on each effect and any recommendations to modify the Request (including precinct provisions).

5.1. Urban Design

The Request

An Urban Design assessment titled "Neighbourhood Design Statement" (**NDS**) was provided by Jack Earl of Barker and Associates in association with Graeme McIndoe of McIndoe Urban and was include the assessment report. The NDS assessment summarises the local Wellsford context and the range of zones applied to this rural settlement and the development that has occurred within them. It describes Wellsford as follows:

The town is essentially a service centre for the surrounding rural economy which during the nineteenth century included kauri saw milling, gum digging, and farming. The construction of the railway line in 1909 and all-weather roads in the 1930s allowed dairying to intensify and Wellsford to grow.

The town now has also become a service stop for traffic on SH1, being half-way between Auckland and Whangārei. The SH1 is planned to bypass Wellsford, and reduce through traffic to the town. Ara Tūhono, Puhoi to Wellsford is separated into two projects, the first of which is nearly completed, Puhoi to Warkworth. The second phase of the project is the Warkworth to Wellsford section (see Figure 3).

Wellsford is a hill-top town formed around the junction of SH1 and SH16. SH1 is a spine along the main ridge, and side roads follow the radiating spurs. As a consequence of the hilltop location, Wellsford enjoys wide views over the surrounding countryside, as the residential form follows the movement corridors of the ridges and spurs.¹⁹

The PCA is described as follows:

The site is currently being used for pastoral grazing, its rural character reflects this. The area is essentially a small water catchment in the wider area of the Kaipara Harbour catchment. The site falls from the south, west and east boundaries towards a stream corridor the sweeps through the site in a north-western direction. Vegetation within the area mainly follows the waterways, with a mix of poplars, willows and other typical rural stream side exotics with a lower mixture of carex species, flax and juncus along some stream margins.

The central and northern parts of the structure plan area are gently rolling, however the parts to the south east are relatively steep, broken and contains various gullies and watercourses.

A feature of the site is an area of predominantly mature standings of totara trees to the south of the site. This area of vegetation separates the southern and steeper upper catchment of the site, to that of the undulating and more accessible portion of the site to the north. The southern and steeper area features fingers of carex species, flax and juncus species as well as mature totara trees spotted throughout the short gullies.

When viewed from SH1, the site is contained by the rail corridor cut into the undulating pastoral landscape to the east, as far as the horizon framed by Worthington Ridge. Worthington Ridge will screen the proposed Warkworth to Wellsford portion of Ara Tūhono.

The NDS assessment has utilised the proposed structure plan as a baseline assessment and builds on the analysis and recommendation for urbanisation within it. The purpose of the urban design assessment is stated as:

This Neighbourhood Design Statement provides background and explanation to the proposed Structure Plan and key infrastructure. The Structure Plan supports the commitment of the private developer (Wellsford Welding Club Limited) to a model of sustainable and integrated living, and will help to define a vision and to plan for future growth in Wellsford.²⁰

The assessment includes investigation into the following factors:

- Topography and slope analysis;

¹⁹ AEE para 1.2.1

²⁰ Neighbourhood Design Statement section 1.1

- Biophysical and ecological analysis (including streams and wetlands); and
- Movement and access analysis; and

Following this analysis, an opportunities and constraints plan has been prepared which identifies broad conclusions regarding where urban development could proceed (at a various densities) as well as riparian areas where setback, planting and recreation opportunities exist.²¹

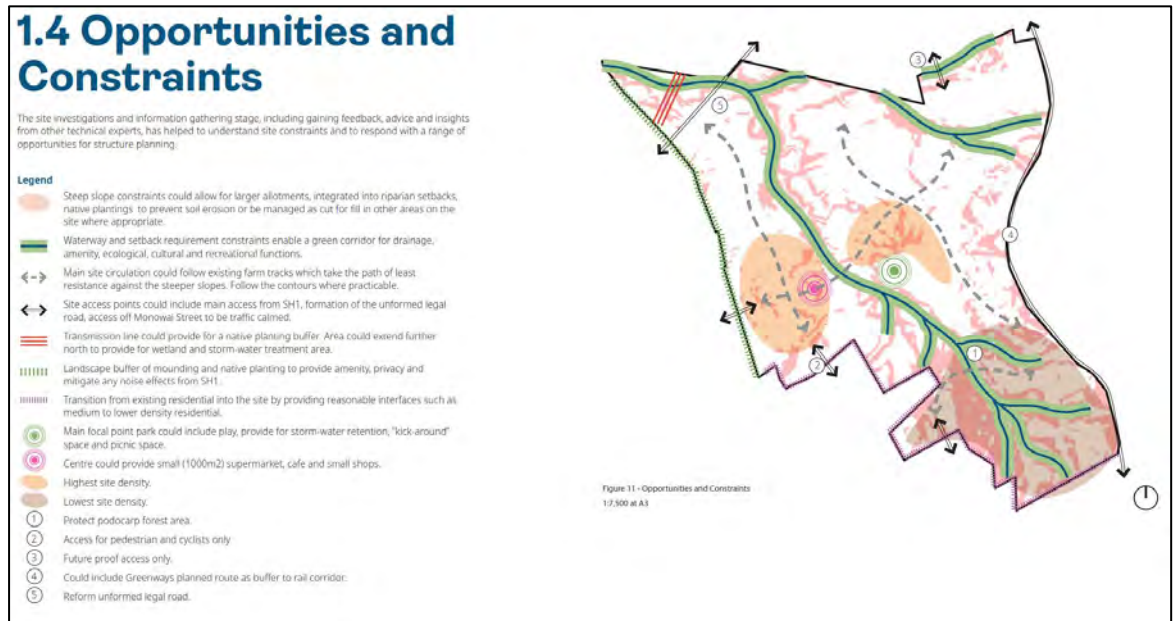


Figure 7: Opportunities and Constraints Assessment from the NDS

Following this assessment, the final structure plan map was prepared based on the following broad urban design principles and recommendations:

Density

The highest density (MHS Zone) is proposed toward the western edge of the PCA and adjoining a neighbourhood business zone. The majority of the site (including land adjoining SH1) to be a lower density (R-SH Zone) with the steepest land toward the south eastern edge of the PCA to be zone R-LL Zone.

Movement

The proposed movement network relies on a collector road running west from SH1 to the eastern edge of the PCA near the NAL and lopping back up to Monowai Road. This would involve at least two stream crossings. An active mode pedestrian and cycle routes is proposed alongside the NAL connecting towards Wellsford township south of Monowai

²¹ Neighbourhood Design Statement section 1.4

Street. Other active mode connections are recommended linking to SH1 at the western edge of the PCA and at Boshier Road.

Public realm and open space

In recognition of the landscape character of the PCA and the opportunities for expansive views from the elevated areas to the west to the lower areas to the east of the PCA a network of open spaces areas is recommended based primarily on the riparian stream networks that runs generally from the south to the north of the PCA. The proposed open space network would comprise the following:

- Totara grove to be retained as a stand of natural bush with high ecological value which also provides for outlook amenity and vegetative character.
- A network of smaller neighbourhood parks to provide for both active and passive recreation and a focus for social interaction. A larger park located centrally and opposite the village centre to accommodate larger activities.
- A civic space associated with the village centre, reinforcing the community heart of the gateway precinct.
- Green streets with significant tree planting for amenity and outlook.
- Pedestrian and cycle connections including a proposed greenway cycle link towards the Wellsford town centre and will also provide for recreation.
- Any stormwater attenuation areas to be incorporated into wider open space systems.

Boundary Interfaces

Railway line

It is proposed to incorporate the proposed Greenway plan's cycleway path on privately owned (non-council) land within the PCA. This is intended to provide a cycleway buffer between the rail corridor and the proposed residential community which could absorb some of the steeper slopes, provide lookout points, create a visual buffer, and may help to reduce the effects from train noise (through separation of activities).

State Highway 1

A 10m wide landscaped buffer is proposed between SH1 and the proposed residential area of the PCA. This will create a visual buffer, absorb some of the steeper slopes and may help to reduce the effects of traffic noise. The buffer will also provide a vegetated gateway

on the eastern side of SH1 into Wellsford from the north and is intended to be of a high quality.

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.

Armitage Road and Monowai Street communities

It is proposed that as a transition from the existing neighbourhood 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.

The steeper southern boundary proposes lower density development to provide a softer change of character and to absorb some of the steeper slopes of the structure plan area.

Village Centre

A village centre (B-NC zone) is proposed in a central location within the PCA and connected with SH1 by the main collector road network. The purpose of the proposed village centre is to achieve the following:

- Small scale retail to provide a range of daily convenience and specialty stores, including the ability to establish a small neighbourhood supermarket / superette;
- Retail activities which front / address the street with doors and glazing;
- Car parking provided to help support viability of shops but located away from key public areas;
- Appropriate and consistent signage that reflects local character;
- Provide local employment opportunities;
- Potential to integrate residential as a supplementary and complementary use. This is important as it will add to the intensity of development and to choice of house type.

Residential Neighbourhoods

The urban design assessment identifies four potential residential neighbourhoods being:

- Rodney Rise and Village Centre – comprising the land adjoining SH1 to the western banks of the central stream running through the PCA;
- Totara Grove – comprising most large lot residential development at the south eastern

edge of the PCA;

- Eastern Rise – comprising the flatter land from the central stream to the NAL;
- The Streams – comprising the land at the north eastern edge of the PCA

Based on this urban design approach a yield estimate has been produced as follows²²:

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

Figure 8: Yield estimates

Council Specialist Review

The Request has been reviewed for Council by Mustafa Demiralp, Principal Urban Designer at Auckland Council. A full copy of Mr Demiralp’s assessment is annexed as **Appendix 3.1** of this report. His assessment states that the Request prioritises integration with natural features, stream networks, and existing town character. He notes that the objectives of the precinct focus on comprehensive residential development, diverse housing, environmental conservation, and efficient infrastructure to create a distinctive sense of place. He also acknowledges that the policies promote connectivity, integration, well-designed transport, appropriately sized subdivisions, and coordinated infrastructure development. Mr Demiralp supports these broad objectives of the Request.

Mr Demiralp does recommend some changes to the proposed precinct provisions and these are set out in his assessment see (**Appendix 3.1**) and are summarised below.

Structure Planning and Connectivity

Mr Demiralp generally supports the indicative access roads in the PCA, being along SH1 and Monowai Street, and he accepts that both access points would be appropriate from an urban design perspective. In response to a number of submissions questioning the suitability of Monowai Street to be an access point, Mr Demiralp concludes that this road has a 15m wide road reserve width and that this would be sufficient to provide for vehicles, cyclists and pedestrians. It is his expectation that the subdivision and development process that follows rezoning will require suitable pedestrian and/or cycling infrastructure.

He raises concerns regarding the connectivity of the internal roads identified in the Request. He states:

²² Neighbourhood Design Statement section 3.2.8.1

In my view, when implementing future subdivision and land use applications for various Plan Change areas, the lack of roading and uninformed block structure across such a large area is not conducive to quality outcomes and guiding integrated and connected subdivision patterns. It is also my opinion that the indicative roading network proposed fails to achieve the intent of the plan change policies that talk to a highly connected movement network (e.g. policies I – IV).²³

Mr Demiralp also recommends that, where possible, key collector roads should be identified as “open space edge roads” to promote connectivity with the riparian areas that flow through the centre of the PCA and to provide effective passive surveillance. In his view, reserve edge roads can serve as a buffer to protect sensitive habitats while creating recreational opportunities and improving Crime Prevention Through Environmental Design (**CPTED**) outcomes.

Mr Demiralp also discusses the potential for an additional connection into the PCA across SH1 that would connect McGillivray Road with a paper road connection to Boshier Road (see Figure 9 Below).

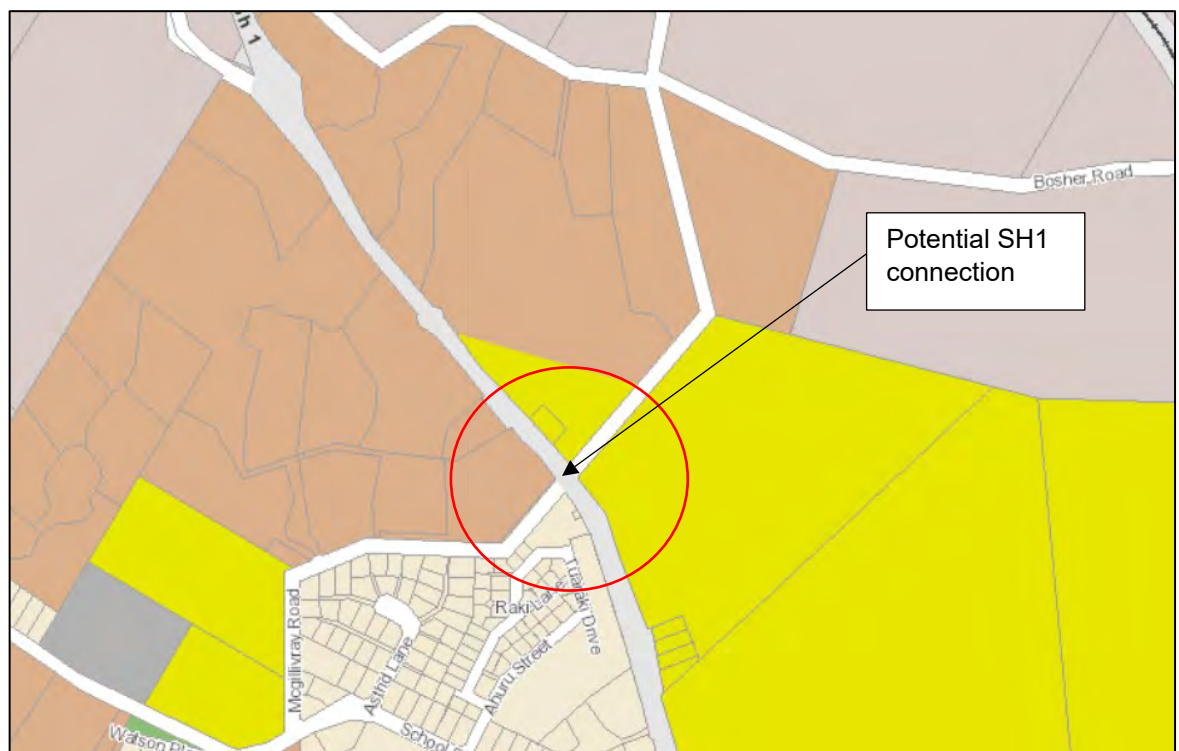


Figure 9: Potential connection to the PCA and Boshier Road

Mr Demiralp states:

If such expansion were to be considered, it could be an opportunity to connect the proposed collector road to the main road from a second main connection, instead of relying on a limited local road like Monowhai Street. With the constraints and limitations to create

²³ Council Urban Design assessment section 4.1.2

additional connections to SH1 acknowledged, if the proposed collector road can have a provision to be extended, the paper road to the north that connects to both SH1 and Boshier Road, this could be an option and would present an opportunity to improve the connectivity.

Mr Demiralp also notes that this connection was also shown in the Wellsford Structure Plan (2000) and in the legacy Rodney District Plan. In his assessment Mr Demiralp acknowledges that his assessment relates to urban design connectivity and accepts that there would need to be a robust transport assessment (involving Waka Kotahi and Auckland Transport) to support any such connection and suggests that this could be undertaken as part of any further structure planning for Wellsford in the future. The Requestor may wish to provide further evidence of the potential for this additional access.

Zoning, Density and Topography

The Urban design assessment summarises the engagement between the Requestor and Council regarding zoning strategy. As discussed above, the Request (as initially lodged) sought a mix of R-MHS and R-MHU zoning in the areas now zoned R-SH and R-MHS in the notified version. Council officers were concerned about the effect of higher intensity residential development on the rural village character of Wellsford. Council officers were also cognisant that Wellsford is excluded from the Government mandated intensification zoning changes to be implemented through Proposed Plan Change 78 – Intensification. A density that is more in line with Wellsford town and a more gradual transition from the existing urban form to the PCA as well as to the adjoining rural areas were implemented through the Clause 23 and 24 process under Schedule 1 of the RMA and resulted in the notified version.

The resulting use of the R-SH Zone (with a reduced minimum lot size to 300m²) and R-MHS Zone is supported in principle and Mr Demiralp acknowledges that the expected density outcome of the Request will be more similar to the more recent examples in town and north of the Wellsford town centre, and approximately opposite the PCA.

Regarding the proposed neighbourhood centre that is proposed to be zoned B-NC, Mr Demiralp supports the need for the neighbourhood centre but questions the placement of the zone given the steepness of the slope of the area identified for this zone. Mr Demiralp notes that the RL drops to 20m from 50m across a distance of approximately 222m from SH1 (from contour line 50) to the lowest valley point. He opines that this would result in a slope of approximately 13.47% and with various locations where the slope is higher than 20-30%. To resolve this, Mr Demiralp suggests that flatter terrain to the east would better allow for more efficient land use, and easier infrastructure development, reducing the construction complexity. This could also promote walkability, make it easier for residents to navigate and access the centre, supporting connected communities. Mr Demiralp therefore recommends that the Requestor investigate moving the Town Centre further to the east.

Wellsford Town Character and Identity

Mr Demiralp has analysed the urban character of Wellsford and concludes that it is defined by larger size lots generally around 800m², single detached typology, one or two-storey

dwellings, low-density character, generous verges, deep and landscaped front yards, vegetated yard spaces, and few rear sites.

In his opinion, the proposal to predominantly zone the site R-SH Zone, will be a suitable zoning to preserve the rural town character of Wellsford. In addition to the standards of the Single House Zone, further controls for the precinct should be included in the precinct to preserve and strengthen the rural settlement character of the town and has illustrated this with photographic examples of single dwellings with generous front yards and landscaping.

Precinct Standards and Assessment Criteria

In recognition of the existing rural settlement character of Wellsford and to support proposed precinct objective IX.2.1 Mr Demiralp has recommended some amended development standards as follows:

4m Front Yard

The 3-metre control from the Single House Zone, would not fully represent and achieve a cohesive integration with the rest of the township and it is recommended that Table IX.6.6.1 Minimum Net Site Area within the R-SH Zone be amended to a 4m front yard control to allow for a more spacious landscape streetscape and the ability to grow a variety of specimen trees within the front yard.

Placement of Garage Doors

In recognition of the town's character and likely heavy reliance on private vehicle use (as sought by R-SH Zone Policy H3.3(3)(c)²⁴), Mr Demiralp recommends the following garage setback standards to be included in the precinct:

1. A garage door facing a street must be no greater than 45 percent of the width of the front façade of the dwelling to which the garage relates.
2. Garage doors must not project forward of the front façade of a dwelling.
3. The garage door must be set back at least 5m from the site frontage.

Height in Relation to Boundary

Mr Demiralp and the writer acknowledge that the recommended amendments to the front yard and garage standards will have some restriction on development on a potential site, especially if it utilises the highest density of 300m² per site. Therefore, to partially offset these additional restrictions and in recognition of enabling dwellings up to two storeys, it is recommended that the height in relation to boundary standard in the R-SH Zone be amended through the precinct provisions from the standard 2.5m + 45° to 3m +45°. This would, in Mr Demiralp's view, allow for greater flexibility and will support development while providing adequate control for solar needs.

It is noted that Mr Demiralp's assessment has included extensive testing of the recommended development standards amendments based on a theoretical minimum 300m² site (including several potential site dimension scenarios). In his view, all scenarios

²⁴ Policy H3.3(3) Encourage development to achieve attractive and safe streets and public open spaces including by:
(c) minimising visual dominance of garage doors.

can achieve a fully compliant unit with minimum 4m deep front yard, 5m garage setback and 6+m deep rear yard. Mr Demiralp recommends these standards to be included in the precinct.

Setback from the NAL

The railway line to the east represents the future boundary between urban and rural areas. While providing visual screening, this landscape planting buffer would also create a transitional space and define the edge of the town and will mark the beginning of the rural area.

Mr Demiralp supports setbacks between the rail corridor from the building line for residential dwellings, but questions whether 5m would be sufficient. His concern is exacerbated by the precinct plan also having a provision for a green cycleway and a pedestrian link proposed alongside the railway line. While this approach is supported, Mr Demiralp is uncertain how that will be achieved and where the buffer landscaping will take place and its ownership status is also uncertain. In his view, the proposed 5m setback will not allocate enough space for this path and landscaping to be realised. Mr Demiralp therefore recommends a wider 10m setback to better future-proof the walking and cycling connection.

Landscape Buffer

- (k) *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/SH1 and development within the Wellsford North Precinct. As a guide the landscape buffer strip should be a minimum of ~~5m~~ 10m in width.*

Assessment Criteria

Mr Demiralp supports the assessment criteria in the precinct provisions but recommends the inclusion of an additional assessment criteria to encourage the placement of roads next to riparian margins to create a park edge effect. This additional assessment criteria could be to IX.8.2(1) as a new criteria:

- (h) Whether subdivisions maximise open space edge road frontage to reserves and riparian margins.

Assessment

I agree with Mr Demiralp's assessment and conclusions regarding the urban design effects and merits of the Request. Council officers have worked co-operatively with the Requestor on the broad range of zones being proposed and the overall focus of the precinct provisions. These have been generally reflected in the notified Request before the Commissioners.

I worked with Mr Demiralp during his assessment and testing of the precinct provisions and agree with his recommended changes to the front yard, garage setback, height in relation to boundary and NAL setback provisions in the precinct plan. I also agree with Mr Demiralp that the inclusion of a specific assessment criteria encouraging open space edge road frontages could achieve additional positive urban design outcomes.

With regard to roading connectivity, I acknowledge the urban design advantages of promoting an additional connection across SH1 into the PCA using McGillivray Road to connect to the paper road that ultimately connects to Boshier Road. However, any connection would need input from Waka Kotahi and Auckland Transport as well as a further traffic assessment. In my view, while this approach may have merit, especially in terms of connectivity to the western side of Wellsford (including Wellsford Primary School), it should be undertaken as part of a further structure plan assessment in future. In the interim, it is my view that the precinct provisions do not preclude such a future connection.

Recommendation

In accordance with Mr Demiralp's assessment I recommend the following changes/further assessment to the precinct provisions:

1. That consideration is given to the shifting of the neighbourhood business centre (B-NC zone) to flatter areas of the PCA. The Requestor should provide further assessment of options available to accommodate a neighbourhood business centre and/or reasons why the chosen location is the best location.
2. That consideration is given to the potential for an additional access to SH1 (as shown in Figure 9). The Requestor should provide further assessment of this option.
3. That the precinct development standards be amended as follows (text to be deleted is struckthrough and new text is underlined):

- a) Add new front yard standard:

IX.6.X Front Yard

Purpose: To ensure a cohesive integration with existing character of development in Wellsford.

Minimum Depth 4m

- b. Add new garage location standard:

IX.6.X Garage Doors

Purpose: To ensure that garages do not unduly dominate the street frontage.

All garage doors must comply with the following:

- 1. A garage door facing a street must be no greater than 45 percent of the width of the front façade of the dwelling to which the garage relates.*
- 2. Garage doors must not project forward of the front façade of a dwelling.*
- 3. The garage door must be set back at least 5m from the site frontage. Minimum garage setback 5m.*

- c. Add a new Height in Relation to Boundary standard to the precinct:

IX.6.X Height in relation to Boundary

Purpose: To ensure that smaller site sizes (e.g. 300m²) can be developed in a Single House typology.

Buildings must not project beyond a 45-degree recession plane measured from a point 3m vertically above ground level along side and rear boundaries.

- d. Amend the building setback standard:

IX6X.9 Building setback along the North Auckland Line

(1) Buildings must be setback at least 5 10 metres from any boundary which adjoins the North Auckland Line.

- e. Add new assessment criteria:

IX.8.2(1) Landscape Buffer

...

(k) Whether subdivisions maximise open space edge road frontage to reserves and riparian margins.

5.2. Landscape and Visual Amenity

The Request

The request was lodged without a specific landscape assessment. However, the Requestor has advised that specialist landscape advice was sought during the structure planning phase and has influenced the final structure plan and plan change request formulation. The structure plan refers to the “landscape and views” as follows:

The existing landform of the Structure Plan area has been a key factor in informing the layout and land use of the Structure Plan.

Key physical and visual landscape attributes identified through the site analysis are proposed to be retained, enhanced and / or mitigated through the spatial arrangement and relationships imposed by the Structure Plan. Such physical and visual attributes include the stand of native totara trees, other mature tree plantings that contribute to the rural heritage of the site, the permanent stream and its riparian margins, high points in the site’s land-form particularly along the railway corridor, the site’s gullies, wetlands and steep inaccessible slopes.

Within this context, the key outcomes sought for the Structure Plan from a landscape perspective are considered to be as follows:

- *Retaining the broad topography of the Structure Plan area;*

- *Acknowledging and enhancing the natural watercourses and emphasising these as a structuring element;*
- *Retaining the stand of Totara trees in the southern portion of the Structure Plan area;*
- *Configuring the layout of the Structure Plan area to optimise opportunities for high-quality urban environments, strong landscape identity and high levels of amenity; and*
- *Integrating, where practicable, the edges of the Structure Plan area with adjoining areas so that natural patterns and open space corridors can continue seamlessly, and where possible be strengthened.*²⁵

The NDS picks up on these outcomes and recommends the following:

Key physical and visual landscape attributes identified through the site analysis are proposed to be retained, enhanced and / or mitigated through the spatial arrangement and relationships imposed by the structure plan. Such physical and visual attributes include the patches of totara trees, other mature tree plantings that contribute to the rural heritage of the site, the stream and its riparian margins, high points in the site's land-form particularly along the railway corridor, the site's gullies, wetlands and steep inaccessible slopes.

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.

With regard to mature vegetation within the PCA the NDS assessment recommends the retention of mature trees to provide immediate amenity, sense of scale and connection to the rural heritage of the PCA. It also recommends the incorporation of green corridors and fingers into the development layout for linkages to provide recreational, ecological, landscape and amenity benefits.

With regard to waterways and wetlands the NDS recognises that riparian areas within the PCA create a cohesive, well-connected and extensive open space network with high

²⁵ Proposed Structure Plan section 4.12

ecological values and recommends that water sensitive design principles be adopted including values related to ecology, culture, landscape amenity, recreation and drainage.

Council Specialist Review

Overview

PC92 has been reviewed in **Appendix 3.2** for Council by Melean Absolum, consultant landscape architect. I note that Ms Absolum's review has a landscape basis, but also overlaps with other specialist areas.

Ms Absolum agrees with the Requestor's identification of the existing landscape character and the potential role particular landscape features have in the development of a high quality urban environment and supports the conclusions in both the proposed structure plan and NDS in terms of integrating existing landscape attributes within future development. However, she concludes that the "laudable aims" of the structure plan and NDS "*have not been carried through to the provisions in a way that will ensure the outcomes aspired to will be achieved*".²⁶

Having considered the proposed zoning framework Ms Absolum reaches the conclusion that the mixture of urban zones proposed by the Requestor is generally appropriate provided ongoing protection of the key landscape features discussed above are appropriately managed through the precinct provisions. However, Ms Absolum proposes amendments to the precinct provisions in the discussion that follows.

Location of R-LL Zone boundary

Having regard to the lot sizes proposed for the R-SH Zone and the R-LL Zone Ms Absolum has concerns that potential volume and area of earthworks required (especially for the R-SH Zone under a reduced minimum lot size of 300m²) on steeper land has the potential to lead to extensive areas of retaining walls, loss of existing vegetation and an interruption to site cohesion and integration with existing natural features. This in turn could have adverse effects on the visual amenity outcome sought in the proposed structure plan and NDS. In addition, Ms Absolum considers there to be a misalignment of the proposed boundary of R-LL Zone with the adjoining R-MHS Zone. She recommends that the zone boundary be re-aligned by pushing the R-LL Zone boundary further to the North west (see Figure 10 below).

The reason stated by Ms Absolum for this re-alignment is that the steep slopes on the western side of this mid portion of the PCA do not lend themselves to the creation of lot sizes as small as 300m². In her opinion, a small adjustment to the boundary between these two zones is necessary to achieve the high quality residential development anticipated in the Structure Plan.²⁷

²⁶ Council landscape assessment Page 4

²⁷ Council Landscape Assessment Page 5

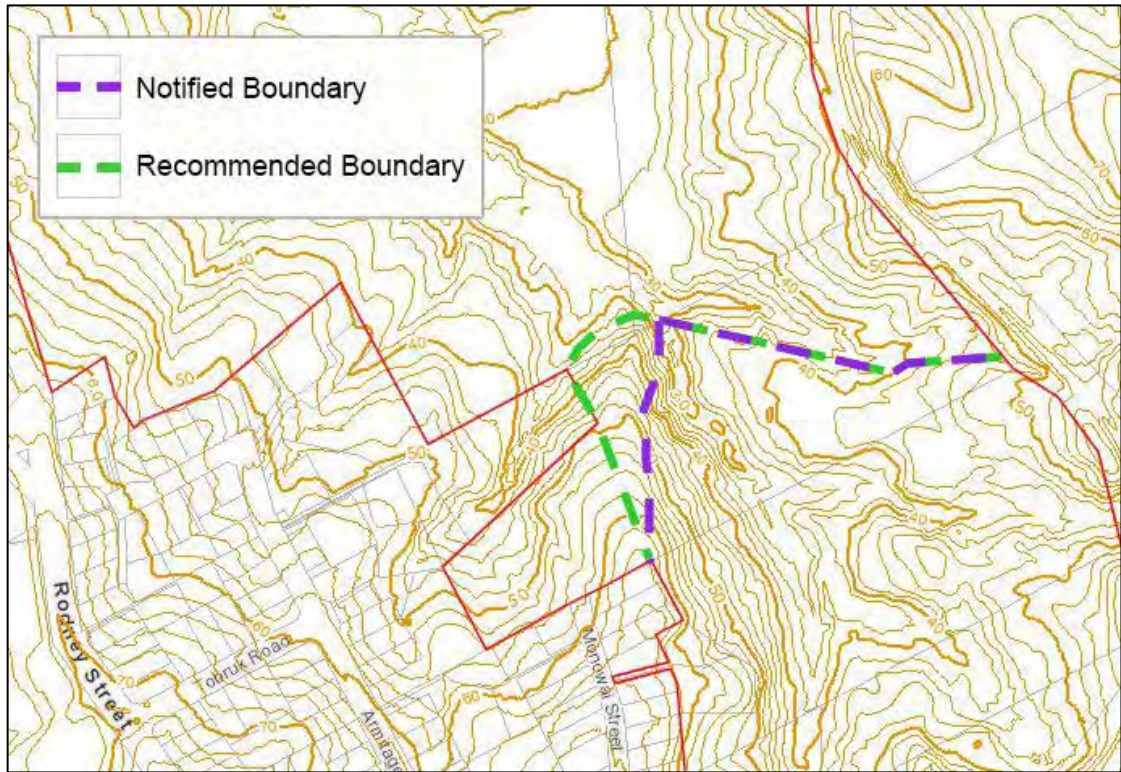


Figure 10: Recommended re-alignment of LL and MHU Zone boundaries

Wetland and Riparian Areas

Turning back to the precinct provisions, Ms Absolum supports the objectives and policies that recognise the ecological values within wetland and riparian habitats (see Objectives IX.2.1, IX.2.3 and IX.2.8) but states that it is not clear how these have been integrated in the precinct rules or plans.

While it is acknowledged that riparian margins are to be protected and planted (and the obvious positive landscape and visual amenity effect that would flow from that) it is noted that these areas would not be used for walkways or cycleways and Ms Absolum questions whether these areas will necessarily provide the open spaces and ecological area network throughout the PCA that is referred to in both the NDS and proposed structure plan and in particular the focus on providing a "cohesive, well-connected and extensive open space network with high ecological values", as recommended in the NDS. Ms Absolum would also like to the matters of discretion for an infringement of the riparian planting standard (IX.8.1.4.a) widened to more than "*Effects on water quality and stream habitat*" and include other matters such as "*recreational, ecological, landscape and amenity benefits*" as set out in the NDS and proposed structure plan.

Open Space Network

Similarly with the assessment criteria for the Open Space Network (IX.8.2.1(f)), Ms Absolum notes that there is no indication on the proposed precinct plans of how many or where any reserves will be located within future development and is of the view that the assessment criteria do not allow Council to consider the appropriate quantum of reserve area in any

subdivision proposal. In her view this could be at odds with Figure 15 of the NDS which shows two neighbourhood parks: one village park and one civic space in the village centre. To address this Ms Absolum recommends that there needs to be additional standards, matters of discretion and assessment criteria added to ensure an appropriate network of accessible public open spaces is provided.

Tree Protection

The precinct assessment criteria Ix.8.2.1(g) refers to “*whether existing mature Totara trees are retained where possible*”. Whereas the emphasis in the proposed structure plan and the NDS is that the entire grove should be protected. Ms Absolum therefore recommends that the precinct provisions be amended to ensure that this important landscape feature is retained and managed appropriately in any future development.

Ms Absolum notes that there are no scheduled trees within the PCA but states that there are four trees identified as being worthy of nomination as a notable tree under the Unitary Plan guidelines. They comprise two Norfolk Island pine trees on the SH1 road reserve adjacent to the proposed PCA; one large senescent pine tree towards the southern boundary; and one mature specimen (not part of a group) totara tree, close to the identified group of totara trees. The notified provisions would provide no protection for any trees within the PCA, unless they were separately identified as suitable for listing as notable trees by Council. She recommends that additional precinct provisions be developed to rectify this.

This matter is addressed further in the arboricultural section of this report.

Plan change boundaries

Ms Absolum acknowledges that the NDS proposes the use of a landscape buffer along SH1 to provide separation between residential development and SH1. Similarly, a landscape buffer is proposed alongside the proposed cycleway which runs adjacent to the railway line on the eastern boundary of the PCA. However, she notes that the NDS includes Figure 16 under 3.2.5 Boundary Interfaces, but the only part of this plan brought through to the precinct provisions is the requirement for a buffer along SH1. In her view, additional provisions need to be added to cover the treatment of the railway boundary, while the alteration to the interface between the R-SH Zone and R-LL Zone discussed above would appropriately deal with the Armitage Road and Monowai Street community interfaces.

Similarly, Ms Absolum notes that the NDS frequently refers to a 10m planted mound forming the buffer, while Assessment criteria IX.8.2.1(j) in the precinct provisions reads “*as a guide the landscape buffer strip should be a minimum of 5m in width.*” In her opinion the buffer should be 10m wide and the provisions need to be amended to reflect this. It is noted that The Council Urban Designer (Mr Demiralp) reaches a similar conclusion on urban design grounds.

Assessment

I am in agreement with Ms Absolum that the outcomes of the proposed structure plan, the NDS and the precinct are suitable and appropriate to support the plan change request. In terms of landscape and values and other related matters including ecological and recreational matters mostly associated with the riparian and wetland areas within the site PCA and the grove of mature totara trees, the Request broadly takes and integrated approach to recognising and protecting these values.

I also agree with Ms Absolum that some changes to the precinct are necessary to tie the outcomes of the proposed structure plan and the supporting NDS with the provisions of the precinct plan. In particular, I am of the view that the specific precinct standards, matters of discretion and assessment criteria achieve and reflect the objectives and policies contained in the precinct provisions.

I am also of the view that the proposed adjustment of the R-SH Zone and R-LL Zone boundaries makes better sense given the nature of the topography in this location and the likely constraints to development at a R-SH Zone scale that could potentially be achieved. In my view, it makes resource management sense to apply a zoning on this land that reflects the realistic achievable intensity that is likely to eventuate while also recognising the landscape outcomes and the likely limitations on land modification that would need to be considered to achieve these.

With regard to the provision of open space areas within the PCA, I am aware that this decision is one to be made by Council Parks based on a range of evaluation criteria that it considers at the time of development. I understand that it is Council Parks policy not to commit to taking any open space areas at the plan change stage of the urban development process. That said, it may be of assistance to the decision making process if potential future open space areas were identified as such. In that regard I agree with Ms Absolum that there is merit in identifying indicative future open space areas on a precinct plan and that there should be standards in IX.6 Standards and criteria in IX.8 – Assessment Criteria to ensure an appropriate network of accessible public open spaces is provided.

With regard to tree protection in addition to the grove of mature totara, I agree with Ms Absolum that provisions need to be included in IX.6 Standards and/or IX.8 Assessment Criteria to the assessment and/or protection of other mature tree plantings that contribute to the rural character and heritage values of the PCA.

Reduced Minimum net lot size for the R-LL Zone

The Request to rezone the land to the south east of the PCA to R-LL Zone is generally supported as the land is steep and assessed as being unsuitable for a higher density zone such as the R-SH Zone. It is noted that the Request includes a precinct provision that would reduce the minimum net lot size from the standard 4,000m² to 3,000m². The Request does not provide much in the way of analysis or justification for this change. Furthermore, given the steep nature of this part of the PCA, it is my view, and the opinion of Ms Absolum, that a minimum net lot size of 3,000m² may not be able to be achieved on many sites subject to this zoning. That said, it may be that the requested minimum lot size of 3,000m² may be

achievable on some potential lots. It is therefore recommended that the Requestor provide further analysis and justification for this precinct provision in evidence and/or at the hearing.

Recommendation

In accordance with Ms Absolum's assessment I recommend the following changes/further assessment to the precinct provisions/zoning map (text to be deleted is struckthrough and new text is underlined):

1. That the Requestor consider the below matters and provide evidence and potential text amendments to the Precinct around the following matters:
 - a. Inclusion of specific provisions in IX.6 Standards and/or IX.8 Assessment Criteria to provide direction for achieving the NDS outcome of a *“cohesive, well-connected and extensive open space network with high ecological values”*;
 - b. Inclusion of specific standards in IX.6 and assessment criteria in IX.8 to provide direction on the potential location of open space areas to ensure that an appropriate network of accessible public open spaces is provided.
 - c. Inclusion of provisions relating to the assessment and/or protection of other mature tree plantings that contribute to the rural character and heritage values of the site.
2. Amend the R-SH Zone and R-LL Zone boundary as set out in Figure 1 in section 2.3 of Ms Absolum's landscape review (and as shown on the zoning map in Appendix 4);
3. Inclusion of a new assessment criteria IX.8.1.4(b) that refers not only to the “effects on water quality and stream habitat” (IX.8.1.4(a)) but also refer to *“incorporation of green corridors and fingers into the development layout for linkages to provide recreational, ecological, landscape and amenity benefits”* as below:

IX.8.1.4(b): Whether green corridors and fingers for linkages are incorporated into the development layout to provide recreational, ecological, landscape and amenity benefits.

1. As recommended in the Urban design assessment above, the assessment criteria in IX.8.2.1(j) should be amended as follows:
 - (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 / SH1 and development within the Wellsford North Precinct. As a guide the landscape buffer strip should be a minimum of 510m in width.*

5.3. Ecology

The Request

An Ecological Assessment prepared by Bioresearches has been undertaken to support the Request and is included as Appendix 9 to the Request.

Freshwater Ecology

The ecological assessment identified one permanent stream that runs generally from south to north through the centre of the site with a number of tributaries (permanent and intermittent) connecting to it. The streams have been assessed as being highly modified and impacted through historic and current agricultural practices including stock access, stream modification and drainage channelisation. The assessment included a Stream Ecological Valuation (**SEV**) which is an accepted best practice method to assess the overall function of a stream and then compared it to other streams in the Region. The SEV that was undertaken used a reach that is located directly upstream of an existing area of native vegetation with an average width of 1.09m and ranged between 0.87m and 1.61m. The Bioresearches report concludes:

The reach had an SEV score of 0.27, which is indicative of a stream highly impacted by land use change and in poor ecological condition. It reflects the low fish and macroinvertebrate diversity and the lack of riparian vegetation.²⁸

Four wetlands were identified by Bioresearches within the PCA and three of these have also been assessed as being highly modified and having low ecological values. One larger wetland (Ref: WB on the above plan) has been identified as having 'moderate' ecological value.

The Request proposes to incorporate approximately 90% of intermittent and permanent streams within protected riparian areas and/or public open space areas. A riparian yard standard has been proposed in the precinct plan that would protect and require planting 10m either side of permanent or intermittent streams. A 20m wide standard applies to a river or stream measuring 3m or more in width (see Precinct Plan Standard IX.6.3)

²⁸ Bioresearchers Ecological Impact Assessment Page 22



Figure 6: Freshwater features identified on the site, including the permanent intermittent or ephemeral status

Source: BioResearches ecological assessment

Terrestrial Ecology

The ecological assessment observes that the site predominately consists of managed pastoral grasses. It notes that the main terrestrial ecology values of the site are associated with the mixed exotic and native riparian vegetation situated along streams intersecting the site. The assessment recognises a significant ecological feature of the site includes an area of regenerating native podocarp forest in the southern portion of the site and the ecological values of these features are linked to the terrestrial fauna that are expected to utilise these features.



Figure 7: Terrestrial vegetation within the PCA

With regard to the grove of totara trees the ecological assessment states:

*Within the southern portion of the site an approximate 1.8 ha patch of regenerating native podocarp forest is present. The vegetation within this area forms the riparian margin of two streams and consists of a canopy of predominately tōtara. Although native species were dominant, there was a high abundance of exotic vegetation within the canopy, including pines, brush wattle and Chinese privet. The understorey appears damaged from grazing/browsing by stock and pests (evidence of goats and cattle access was observed) and was made up of māpou (*Myrsine australis*), *Carex* species, hangehange (*Geniostoma ligustrifolium*) and multiple ground fern species including hard shield fern (*Polystichum* sp.), crown fern (*Lomaria discolor*), kiokio (*Parablechnum procerum*) and hounds' tongue (*Microsorium pustulatum*). Exotic species were also abundant, including pest plant species such as, arum lily, tradescantia, woolly nightshade and blackberry.*

This area was considered of moderate terrestrial and botanical value due to the diverse native vegetation, however the exotic species, many of which are considered pest plants, along with the damaged understorey, decreased the value.²⁹

The ecological assessment concludes that the significant ecological values on site are linked to the regenerating native forest and the freshwater systems. They recommend that

²⁹ Bioresearches Ecological Impact Assessment Page 13

adverse effects of urban development on these natural features can be appropriately and effectively managed through existing planning provisions and policy framework within the Unitary Plan. Additionally, the assessment concludes that the Request provides opportunities to protect and significantly enhance the terrestrial and freshwater values of the site. Bioresarches recommend appropriate stormwater management, pest and weed control, maintenance programmes and biodiversity enhancement are expected to be implemented during development of the site.

Council Specialist Review

A peer review of the ecological assessment has been undertaken by Alicia Wong, ecologist at Auckland Council. A copy of Ms Wong's assessment is annexed to this report as **Appendix 3.3**.

It is noted that the initial ecological assessment (undertaken at the further information request phase under Clause 23 to Schedule 1 of the RMA) was undertaken by Rue Statham, Senior ecologist at Auckland Council. In the interests of consistency, the assessment undertaken by Ms Wong has been reviewed and approved for release by Mr Statham.

The Council ecological review identified four key ecological issues:

- a. Absence of wetland values and extents on Wellsford North: Precinct Plan 1.
- b. Absence of indigenous terrestrial values and extents on Wellsford North: Precinct Plan 1. Specifically, the grove of totara trees.
- c. Proposed Objectives IX.2.(8) specifically identifies wetlands to be protected, restored, maintained, and enhanced. Subsequent polices and standards should reflect the inclusion of wetlands identified across the subject site: Policy IX.3.(10), Standard IX.6.3(1), Matters of discretion IX.8.1.(4), Special information requirements IX.9.(1).
- d. Proposed Policy IX.3.(6)(a) specifically identifies 'the grove of Totara Trees' to be incorporated as distinctive site features. The intended retention and protection of the grove of indigenous vegetation should be reflected in the Wellsford North: Precinct Plan 1.

With regard to the assessment of wetlands, Ms Wong is of the view that some wetlands have been incorrectly excluded as pasture. In her view, the National Policy Statement – Freshwater Management (**NPS-FM**) pasture exclusion clause (which the Request appears to rely on) does not apply in situations such as changes in landuse, e.g. for urban development or other land uses. Ms Wong questions the accuracy of the stream wetland surveys and notes that none of the identified wetlands have been shown in the precinct plan.

Ms Wong notes that the area of native terrestrial vegetation, referred as "the grove of totara trees", identified in the southern portion of the site is not illustrated on Wellsford North

Precinct Plan 1. She recommends that the Precinct Plan should therefore be updated to incorporate the area of indigenous vegetation (totara grove) to be protected and enhanced through planting. It is noted the Requester has acknowledged (in their submission) that the omission of the totara grove from the precinct plan as being an error on their part and it is understood that this will be introduced into the Precinct and addressed in evidence.

Ms Wong has concerns that the proposed 10m riparian margin in the precinct plan (IX.6.3) only applies to permanent and intermittent streams and does not apply to the identified wetlands. Ms Wong recommends that the riparian margin standard also apply to wetlands.

In a similar vein, Ms Wong has concerns that there is an apparent disconnect between the policies, standards, assessment criteria and activity status and highlights Standard IX.6.3(1) and (2) and Assessment criteria IX.8.2(4)(a) which states “*whether the infringement is consistent with Policy IX.3(10)*”. In her view these provisions should relate to terrestrial biodiversity and habitat connectivity and should not only be limited to stream habitat and water quality. She also expresses concerns that zone standards as it relates to any building infringement in the riparian yard have no activity status or assessment criteria that are relevant.

Ms Wong has considered the inclusion of open space walkways alongside the riparian areas and supports these provided it is located outside the identified riparian yards.

Despite the concerns raised by Ms Wong, she concludes that the Request can be supported if the following changes are made to the precinct provisions (text to be deleted is struckthrough and new text is underlined).

IX.2. Objectives

- (8) *~~Existing identified~~ ecological values within terrestrial, wetland, and stream habitats are protected, restored, maintained, and enhanced.*

IX.3. 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 retention of existing native vegetation, including the totara grove, within 20m measured from the edge of the stream, and a minimum planted width of 20m around a wetland buffer.

(b) Integrating with the stream, wetland, riparian margin, and wetland buffer network to create a green corridor.

...

- (10) Contribute to improvements to water quality, indigenous fauna habitat and biodiversity, including by providing planting on the riparian*

margins and wetland buffers of permanent and intermittent streams, and wetlands.

IX.6.3. Totara Grove and Riparian Margin

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

- (1) The totara grove, existing indigenous riparian or wetland buffer vegetation must be maintained and protected.
- (2) All riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank edge of the stream, and a minimum planted buffer width of 10m measured from the wetted edge of a wetland, provided that:
 - (a) This rule shall not apply to road crossings over streams.
 - (b) All pedestrian walkways and cycleways and recreational spaces must not be located within the 10m riparian and/or not within 10m of a wetland planting area buffer width.
 - (c) The totara grove, riparian margin and wetland buffer planting areas are vested in Council and/or must be protected and maintained in perpetuity by an appropriate legal mechanism.

IX.8.1. Matters of discretion

- (4) Infringements to Standard IX.6.4. Totara Grove and Riparian Margins:
 - (a) Effects on water quality, indigenous fauna habitat and biodiversity, and stream habitat.

IX.8.2. Assessment criteria

- (3) Infringement to standard IX.6.4. Totara Grove and Riparian Margins Planting:
 - (a) Whether the infringement is consistent with Policy IX.3.(4410).

IX.9. Special information requirements

- (1) Riparian and wetland margin planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream and/or wetland must be accompanied by a planting plan identifying the location, species, planter bag size, and density of the plants, and site preparation (including weed and pest animal control). Plant species should must be predominately native and ecologically appropriate to the site, and follow the planting standards of Te Haumanu Taiao.

Assessment

I generally agree with the assessment and conclusions of Ms Wong and the recommended amendments to the precinct plan provisions. I also agree that wetlands should also be accurately identified and included on the precinct plan. As stated above, it is understood the omission of the grove of totara trees was an error and this has been identified in the Requestor's submission and will be rectified in evidence.

With regard to the status of streams and wetlands under the NPS-FM I note that there is some differences of opinion concerning what water bodies are to be classified as streams or wetlands and I generally support the updating of the precinct plan watercourses in accordance with the classification under the NPS-FW.

That said, I am also cognisant that the provisions of the NPS-FW and the National Environmental Standards – Freshwater (**NES-F**) will apply at the time of subdivision or development and there is discretion within the provisions of the Unitary Plan under Chapter E (especially Chapter E3 - Lakes, rivers, streams and wetlands and Chapter E38 – Urban Subdivision) to ensure that all water courses are accurately identified and protected. In that regard, given that adequate discretion is provided in the Unitary Plan provisions, it is my view that it would be more practical and reasonable to leave these determinations as to whether a part of the PCA is a wetland or pasture to the provisions that apply at the time of development.

Recommendation

It is recommended that the precinct be amended as follows:

- the precinct provisions be amended as recommended by Ms Wong above;
- the grove of totara trees be included on the precinct plan; and
- that all wetlands be shown on the precinct plan.

5.4. Stormwater

The Request

The Structure Plan refers to the following principles and approach to the management of stormwater:

- Preserve, protect and enhance water bodies and wetlands.
- Eliminate and minimise the generation of contaminants.
- Provide 95th percentile, 24 hr, hydrological mitigation.
- Ensure the flooding effects within, upstream and downstream of the Structure Plan area are mitigated effectively

- Provide a stormwater management toolbox approach.
- Consider future effects of climate change.

These measures are proposed to be implemented using a Stormwater Management Plan (**SMP**) specifically prepared for urbanisation within the PCA.

The Request was submitted with an SMP prepared by Woods and this aims to align the proposed stormwater management approach for the PCA with the requirements of the Unitary Plan, taking into account the catchment specific issues, constraints and opportunities. The SMP is summarised as follows:

Water quality – stormwater treatment

Runoff from public roads, private jointly owned access lots and carparks, and other impervious areas are to receive a level of treatment consistent with GD01 - Stormwater Management Devices in the Auckland Region December 2017 (**GD01**) through large communal raingarden or bioretention devices.

Building materials of the roofs are to be inert as required by the stormwater quality standard proposed by the Requestor as part of the Wellsford North Precinct provisions (precinct provisions). As stated in the SMP, reuse of roof rainwater is also being proposed. However, this is not included as a requirement as part of the proposed precinct provisions by the Requestor.

Hydrology and erosion mitigation

The Request proposes to introduce the SMAF1 overlay for the PCA. This comprises retention (5mm runoff to be removed from the discharge through reuse and/or infiltration) and detention (discharge of the 95th percentile rainfall event over a 24-hour period). It is proposed that the retention of stormwater runoff from public areas and private areas (hardstands and driveways only) will be provided by bioretention raingardens subject to further geotechnical investigation.

The following stream erosion mitigation measures are recommended in the SMP:

- Implementing stormwater retention/detention (SMAF 1 hydrological mitigation) measures that will reduce stream flows, and therefore the potential for erosion;
- Removing stock from site will reduce active bank de-stabilisation through stock access and pugging;
- Incorporating green spaces adjacent to stream networks to provide for planting of riparian margins to improve bank stability and reduce erosion potential;
- Incorporating erosion and scour protection measures at all outfalls to minimise erosion; and
- Targeted in-stream erosion protection measures may be required at the location identified immediately downstream of the culvert that has exhibited excessive erosion.

Stormwater devices

A total of 13 communal stormwater devices (i.e. one for each of the identified 13 sub-catchments) are proposed to achieve stormwater quality treatment, retention and detention. These communal stormwater devices are intended to be vested with Auckland Council.

Flood management within the PC92 area

A new pipe network is proposed to be constructed within the PCA. The proposed network is intended to have capacity for the 10% AEP storm events with the climate change factor. Overland flow paths (**OLFP**) will be managed within the road corridor and conveyance channels. Minimum finished floor levels for new buildings are proposed to be established as per the Auckland Council Stormwater Code of Practice.

Downstream flooding risks

The SMP includes a high-level flood model assessment. The model has a downstream boundary at the estuary of the Kaipara Harbour. The existing culverts under State Highway 1 and the KiwiRail railway have been included in the model. The current Guidelines for Stormwater Runoff Modelling in the Auckland Region (**TP108**) as well as the 3.8 degrees climate change factor for rainfall have been applied. A total of 18 scenarios have been simulated in the flood model.

Council Specialist Review

A review of the SMP for the Council has been undertaken by Amber Tsang, Senior Associate Planner at Jacobs and Kedan Li, Senior Healthy Waters Specialist at Auckland Council. A copy of this assessment is included in **Appendix 3.4**.

Water quality – stormwater treatment

The Council review supports the approach taken for the proposed stormwater quality treatment for all impervious areas to receive GD01 level of treatment, the use of inert roof materials, and rainwater reuse. The review supports stormwater management policy (Policy IX.3.9) and the stormwater quality standard (Standard IX.6.4) as part of the proposed precinct provisions but recommends some amendments be more consistent with the SMP provisions. These are set out at the end of this assessment.

Hydrology and erosion mitigation

The review agrees that the introduction of the SMAF1 overlay for the PCA will provide appropriate hydrology mitigation. The stream erosion mitigation measures included in Section 8.2.2 of the SMP (and outlined in Section 3 above) are also considered appropriate. Ms Li agrees that the final erosion mitigation measures can be confirmed by a Site Specific Watercourse Assessment at resource consent stage. In that regard a special information requirement has been recommended as follows:

An application for any land modification, subdivision or development which adjoins a permanent or intermittent stream must be accompanied by a Site Specific Watercourse Assessment prepared by a suitably qualified person. The assessment must include a stream reach assessment identifying any erosion hotspots, stream bank erosion and appropriate erosion mitigation measures.

Stormwater management and devices

The stormwater review considers that the SMP has not confirmed that the approach to stormwater discharge will be a practical solution to avoid and/or mitigate adverse effects of development. In particular, the review assesses that the SMP lacks information to demonstrate that the construction, use and ongoing maintenance of these proposed communal stormwater devices will be feasible.

To address this the Council specialists recommend that the Requestor provide a feasibility assessment of the proposed communal stormwater devices in their evidence at the hearing, including the following information:

- a. Concept sizing of the proposed stormwater devices;
- b. Assessment of the suitability of large raingardens on steep slope terrain;
- c. Lifecycle cost of the proposed stormwater devices; and
- d. Access considerations for ongoing maintenance of the proposed stormwater devices.

Flood management within the PPC 92 area

The Council review has confirmed that Chapter E36 of the Unitary Plan will apply and impose restrictions on developments and activities within the flood hazard areas, as PC92 is not proposing to override those provisions.

Downstream flooding risks

The Council stormwater review has raised the issue of flooding effects on SH1 in the vicinity of Culvert 1 which is in an identified flood prone area to the north west of the PCA. The Requestor has proposed a “pass-forward” approach for flood management for 10 year (10% AEP) and 100 year (1% AEP) storm events. It is understood “pass-forward” flood management entails improving conveyance to expedite the drainage of flood flows. On this basis no flood attenuation within the PCA is provided. Stormwater flows from PC92 will be discharged via existing watercourses within the site which converge to the north and drain across State Highway 1 via Culvert 1.

The Council stormwater review acknowledges that there is an existing flood risk at SH1 associated with Culvert 1 being under capacity for larger storm events and agrees with the Requestor that the risk profile will remain unchanged with this Request. However, Ms Li is of the view that a more comprehensive assessment is required to confirm this argument. In her view, the Requestor’s flood assessment still lacks the following:

- A comparison of flood duration and frequency on SH1 at Culvert 1 for the pre and post development scenarios. Hazard plots are a representation of flood velocity and depth only and do not consider flood duration and frequency. Any increase of flood duration and frequency on State Highway 1 because of PC92 needs to be identified.
- A comparison of flood hazard vulnerability at Culvert 1 for the pre and post development scenarios without the climate change factor. This is because the climate change factor has the potential to mask the impacts of future developments enabled by PC92.

The Council review notes the Requestor's response to the further information request (dated May 2023) which stated:

Further consultation with Waka Kotahi is yet to be scheduled. Additional information will be supplied to Waka Kotahi, and pass-forward (preferred) and attenuation approach will be discussed.

The review states that no update has been provided and further notes that NZTA Waka Kotahi (**Waka Kotahi**) has referred to this flooding issue in their submission. The reviewers conclude that any increase of flood duration, frequency and extent on State Highway 1 as a result of PC92 needs to be identified, and PC92 should include appropriate flood mitigation (pass-forward flows or attenuation) to ensure that downstream flooding risks are not increased. On this basis they recommend the following:

- a. In their evidence at the hearing, the Requestor provides the following to clearly identify any flood effects on State Highway 1 as a result of PC92:
 - i. A comparison of flood duration and frequency on State Highway 1 at Culvert 1 for the pre and post development scenarios; and
 - ii. A comparison of flood hazard vulnerability at Culvert 1 for the pre and post development scenarios **without** the climate change factor.
- b. Before the hearing, the Requestor liaises with Waka Kotahi regarding the need to upgrade Culvert 1.

The following amendments are proposed by the Council stormwater reviewers (text to be deleted is struckthrough and new text is underlined):

1. The below amendments are recommended to the proposed stormwater management policy:

Policy IX.3.

(9) Require subdivision and development to be consistent with the treatment train approach outlined in an approved supporting stormwater management plan including:

...

(b) *Requiring treatment of runoff from all impervious surfaces, public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01;...*

2. The below amendments are recommended to the proposed stormwater quality standard:

Standard IX.6.5. Stormwater Quality

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:*

...

~~(c) *For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.*~~

...

(3) *Roof runoff must be directed to a tank sized for the minimum of 5mm retention volume for non-potable reuse within the property.*

3. The below additions are recommended to the proposed assessment criteria:

IX.8.2. Assessment criteria

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

...

Stormwater and flooding

...

(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.

(j) Whether the proposal ensures that subdivision and development manage stormwater discharge effects (including cumulative effects) downstream of the precinct so that flooding risks to people, property and infrastructure are not increased for all flood events, up to a 1% AEP flood event.

4. The below addition is recommended to the proposed special information requirements:

IX.9 Site Specific Watercourse Assessment

An application for any land modification, subdivision or development which adjoins a permanent or intermittent stream must be accompanied by a Site Specific Watercourse Assessment prepared by a suitably qualified person. The assessment must include a stream reach assessment identifying any erosion hotspots, stream bank erosion and appropriate erosion mitigation measures.

Assessment

The adoption of an SMP as an overarching guidance document to inform stormwater management decisions for the PCA is supported by Council officers and in accordance with accepted and best practice for stormwater management in greenfield areas. The SMP has set out broad objectives being:

- Provide stormwater management guidelines for the proposed development and ensure stormwater runoff is to be conveyed in a safe manner to the receiving environment through the primary and secondary networks;
- Provide betterment for the receiving environment via stormwater quality treatment guidelines and avoidance of high contaminant yielding roof and cladding materials; and
- Identify flood risk areas and provide for development without creating adverse flooding effects at properties upstream or downstream of the development site.

The Requester and the Council (Healthy Waters) have worked co-operatively on the elements of the SMP through the Clause 23 process and it is concluded that the SMP generally meets these objectives listed above.

As discussed in the section above, Council still has some concerns about the post development stormwater/flooding effects on the culvert that runs under SH1 and has sought more certainty that the proposed “pass-forward” approach to stormwater/flood management at the culvert will be effective.

That said, it is acknowledged that the culvert is an asset administered by Waka Kotahi as part of their state highway network function and that it is already subject to flooding. In that sense I am of the view that recognised periodic flooding of SH1 in this location is an existing situation and the Requestor is not obliged to remedy that problem and it would fall upon Waka Kotahi to address this.

However, the Requestor is under an obligation to ensure that the subdivision and development of the PCA would not exacerbate or worsen the flooding at this location. In that sense, the Requester should provide sufficient information in evidence or at the hearing, with a sufficient level of certainty, to demonstrate that subdivision and development of the PCA under the zoning and precinct sought would not worsen the flooding at the SH1 culvert.

With regard to the various amendments sought by the Healthy Water specialists, I agree with these as drafted and consider that these amendments would provide further clarity and certainty to the proposed precinct provisions.

Recommendation

It is recommended that:

- the precinct provisions be amended as set out above;
- that the Requestor provide further and more comprehensive flood assessment to clearly identify any increase of flood duration, frequency and extent on SH1 that would result from the implementation of PC92.
- That the Requestor provide an update on discussions with Waka Kotahi regarding the stormwater culvert on SH1.

5.5. Water Supply and Wastewater

The Request

Wastewater

The Request included an engineering report prepared by Hutchinson Consulting Engineers which assessed the provision of wastewater infrastructure in section 5.0 of that report. It identified an existing public wastewater network bisecting through the south western corner of 338 Rodney Street (within the PCA) and stated that it would be an ideal connection point for any future residential subdivision into the public wastewater network as it is readily available.

The wastewater assessment proposes that the internal wastewater network will be reticulated through the subdivision road reserve in preparation for the connection into the public network. The subdivision's internal wastewater network will most likely be a mixture of a low pressurised system and gravity fed networks.

The Request acknowledges that the existing wastewater treatment network is already over capacity and it refers to engagement with Watercare on the issue of wastewater capacity at the Wellsford wastewater treatment plant which is scheduled for an upgrade. The Request states:

Watercare Services Limited and Wellsford Welding Club are entering into an infrastructure funding agreement which provides a delivery mechanism for the required upgrades of the Wastewater treatment plant to provide capacity for the development within the Plan Change area.

The Wellsford Wastewater Treatment Plant renewals has been identified as a listed project in the Watercare Asset Management Plan. Watercare Services Limited has identified the Wellsford Wastewater Treatment Plant as a project for investment due to the need to meet growth projections in the north-east, aligning with Auckland Councils priority areas.

As part of the Clause 23 information request process, the Requestor provided a Heads of Agreement with Watercare that states that both parties are prepared to work together to reach agreement for an upgrade of the wastewater treatment plant to allow up to 200 dwellings to be connected, should the plan change be approved. There is also agreement to a cost sharing arrangement for servicing the first stage of the development of this proposed Plan Change. A copy of the Heads of Agreement is annexed to the Request as **Appendix 1A**.

The Heads of agreement is also recognised in the Watercare submission where it states:

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.

The Watercare submission is discussed further below in the submission assessment section of this report.

It is understood that Watercare also have longer term plans to upgrade the wastewater treatment plant to accommodate the wider urban growth of Wellsford, which would include the later stages of PC92 (beyond the first 200 dwellings). Development of the land would therefore not be enabled ahead of the upgrade because of the development standards in the precinct described below.

The proposed precinct provisions includes a policy (IX.3(7)) relating to wastewater infrastructure 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.

Standard 6.3 relates to wastewater and water supply infrastructure as follows:

IX.6.3. Water Supply and Wastewater

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.

Water Supply

The request states that there are several connection points into the public network that are readily available for the proposed plan change development. The Request also states that Watercare Services Limited have confirmed that the existing and planned water supply network can cater for the proposed PCA. The Hutchinson report specifically identified existing public water supply available within the road reserves of SH1, Kelgary Place, Armitage Place, Batten Street and Monowai Street.

Should PC92 be granted the water supply pipework is to be installed within the subdivision's combined services trench that will be shared with the pressurised wastewater, power, and telecommunications. Water supply connections will be supplied to each residential lot where a single water meter will be installed at the connection end.

The Hutchinson assessment also confirms that the water supply network is able to meet the relevant firefighting standards under SNZ PAS 4509:2008 (NZ Fire Service Fighting Water Supplies Code of Practice).

Council Specialist Review

Wastewater and Water Supply

The wastewater and water supply components of the Request has been assessed for the Council by Christian Santafe who is a wastewater and water supply specialist at the Council. A copy of this assessment is included in **Appendix 3.5**.

Mr Santafe concurs with the assessment of wastewater services in the Request and acknowledges the Heads of Agreement with Watercare regarding the provision of additional wastewater treatment to service the PCA. He states:

Watercare Services Limited has confirmed that there are solutions for wastewater within the area which can be sized to accommodate the additional discharge from the planned growth within the Wellsford Welding Club development. An infrastructure funding agreement has been reached between the applicant and Watercare Services Limited.

Any water or wastewater upgrades required to service the development will be developer provided. This is consistent with the provisions within the residential zones.

Mr Santafe does not recommend any changes to the precinct provisions with regard to the provision of wastewater infrastructure. However, it is noted that the Heads of Agreement between the Requestor and the Watercare only refers to the provision of "Circa 200 homes" in the first stage of development with Watercare reserving "additional capacity for utilisation in the first stages of subdivision on the land, subject to the parties agreeing a satisfactory cost sharing arrangement that reflects the cost of providing additional capacity to service the new lots".

It should also be noted (at the time of writing) that an infrastructure funding agreement has not yet been reached. The Requestor may be able to update the Commissioners on this matter either in evidence or at the hearing.

Assessment

Wastewater

The provision of adequate wastewater treatment capacity is a critical component in the assessment of plan changes to enable further subdivision and development. As a private plan change Request it is also important that rezoning of land for residential activity does not exceed the capacity of the existing system but can also facilitate the funding and provision of additional capacity to service new residential areas.

As stated above the Requestor is intending to enter into an Infrastructure Funding Agreement (IFA) with Watercare for upgrades to the current wastewater system to enable at least the first 200 dwellings to be serviced. Beyond that, Watercare funding is intended to match the timing in the FDS. Development greater than 200 dwellings will therefore need to be bound by the rules in the precinct requiring connection to a functioning wastewater network capable of servicing the subdivision and development intended.

I consider that the relevant precinct provisions can be strengthened to ensure subdivision and development only occurs when sufficient capacity for wastewater treatment etc is available. This includes rewording the rules and amending Activities A5 and A9 to make not meeting the connection rules a Non Complying activity, rather than Discretionary. I consider that rule IX6.3 (1) should be amended as follows (text to be deleted is struckthrough and new text is underlined):

- (a) Prior to the issue of a certificate of title pursuant to section 224(c) of the RMA for subdivision, all lots must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.
- (b) Prior to occupation, all buildings must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.

In addition to this, I recommend that the objective 5 of the Precinct as be amended as follows:

- (5) Avoid subdivision and development ~~does not occur~~ in advance of the availability of wastewater, water supply and operational transport infrastructure.

It is noted that a final funding agreement is not yet in place and it is understood that Watercare expect this to be concluded by the end of this calendar year. To assist the Commissioners and provide additional certainty the Requester should provide an update on negotiations with Watercare to prove a final funding agreement with Watercare.

Water Supply

Watercare currently operates an existing Water Treatment Plant (**WTP**) at 362 Wayby Valley Road, Wellsford, which abstracts water from the Hōteu River. The existing WTP is at capacity and cannot always meet the current demands, which is exacerbated by frequent shutdowns. Additionally, the connected population is expected to increase and the existing WTP infrastructure is at the end of its design life, and susceptible to contamination.

Watercare have recently lodged a Notice of Requirement for a new WTP at 411 Wayby Valley Road, Wellsford for “Water supply purposes, including abstraction, treatment and storage of water at the New Wellsford Water Treatment Plant (WTP)”.

The designation will provide for a new WTP that will replace the existing WTP, to meet water demand and quality in Wellsford and Te Hana. The new WTP will take, treat and use groundwater from an existing bore on site, which is already consented (Water Permit (WAT60400411)).

The assessment by Mr Santafe confirms that existing public water supply is available within the road reserves of SH1, Kelgary Place, Armitage Place, Batten Street and Monowai Street. He acknowledges that the existing water network in Wellsford is unlikely to be able to cater for the entire PCA. However, the upgrades are planned by Watercare (and funded by the developer) to increase the volume and treatment capacity of water supply so that the entire PCA could be serviced in the future.

Mr Santafe concludes that the Plan Change area can be serviced with targeted upgrades on the water supply and wastewater existing infrastructure. Watercare Services Limited has confirmed that the development enabled by the Plan Change can be serviced in the future through planned upgrades to the water supply system.

5.6. Geotechnical Effects

The Request

The Request includes a geotechnical assessment undertaken by Tonkin and Taylor Limited. The assessment comprised three main components being:

- Undertake a desktop assessment to review the historic land use and geomorphology of the Proposed Structure Plan (PSP)
- Preliminary geotechnical investigations consist of 26 test pits excavations and 11 hand auger boreholes to assess the subsurface site conditions for the Proposed Plan Change (PPC)
- Site walkover carried out by a T+T Engineering Geologist to carry out geomorphological mapping of the PPC.

The geotechnical assessment categorised the PCA into four typical geological zones described as:

- Geological zone A: Terraces (inferred alluvial deposits);
- Geological zone B: Active slope movement (Northland allochthon);
- Geological zone C: Steeper terrain (Northland allochthon: Siltstone / Sandstone / Limestone); and
- Geological zone D: Gentle terrain (Northland allochthon: Mudstone / Clay Shale).

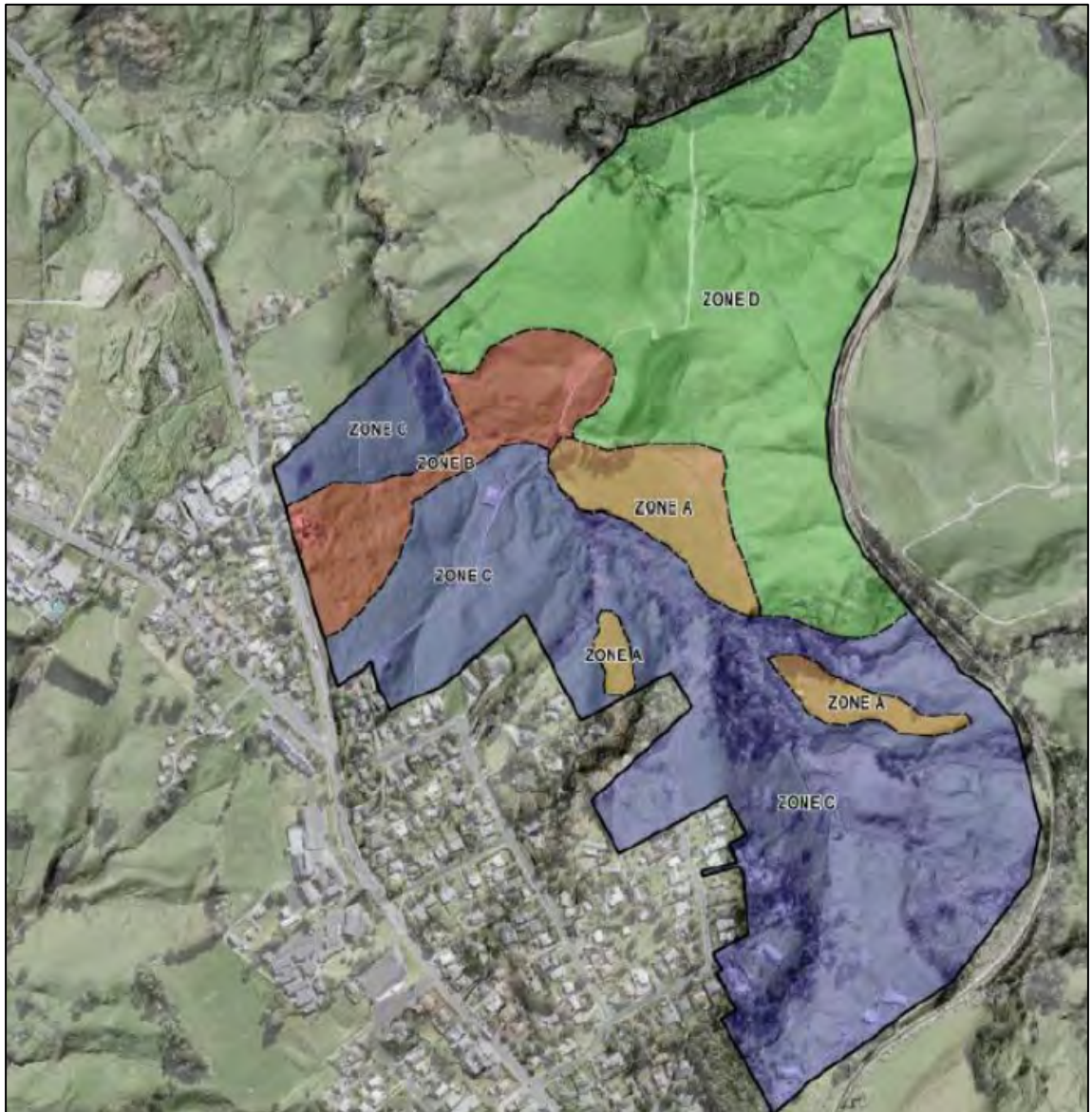


Figure 8: Identified Geological Zones
Source: T&T Geotechnical assessment

The assessment of each geological zone are summarised below:

Geological Zone A

This zone typically comprises terrace features which slope at between about 2 and 3 degrees to the northwest. The ground conditions within the areas denoted Zone A are likely to comprise alluvial deposits. Alluvial deposits can be highly variable and may comprise soft compressible, or liquefiable granular materials.

The inferred ground conditions within these zones are anticipated to be favourable for light weight residential development on shallow or raft type foundations. Where adverse ground conditions are encountered, local ground improvement measures could be incorporated into the earthworks development of these sites. Development will need to be set back from steeper slopes to satisfy Auckland Councils minimum factor of safety for slope stability.

Geological Zone B

This zone typically comprises gently to moderately sloping hummocky and undulating topography. The hummocky terrain located centrally within this zone displays obvious signs of active earth movements within the upper soils and broken zone of upper rock.

The investigations undertaken generally indicate that the underlying moderately weathered rock is located within about 5m of the surface over most of Zone B. The assessment states that relatively shallow rock and active instability lends the site toward a conventional but relatively complex bulk earthworks mass stabilisation comprising a series of stabilised terraces or slopes. The assessment concludes that stability improvement can be achieved through deep earthworks shear keys and drainage measures that extend through the broken zone into the top of the intact rock. This type of earthworks and retention solution is said to be typical of the large scale recent development surrounding the Silverdale area. Development will need to maintain or improve the stability of adjacent properties and infrastructure such as State Highway 1 to the west.

Geological Zone C

This zone typically comprises a series of ridge crests and drainage gullies with gently to moderately inclined sides slopes up to about 20 degrees (locally steeper). This zone is considered susceptible to primarily shallow surface creep and local instability within the upper 3m to 4m on slopes steeper than about 14 degrees. Deeper seated instability or instability on slopes as gentle as 7 degrees is less likely but cannot be ruled out at this stage.

Some areas within Zone C may be suitable for development with relatively simple stability improvement measures such as deep drainage to lower ground water pressures. The feasibility of mass earthworks stabilisation should be considered against the achievable lot density in Zone C. Some areas within this zone may lend themselves to specific mass earthworks stability enhancement where greater lot densities can be achieved, if economically feasible. This may be the case in the western corner of the site. Where stabilisation of large land areas to enable density is not economically feasible, then stabilisation of selected building platforms within larger lot sizes may be more suitable to this Zone. Building platforms in some areas may not be economically feasible to develop in this zone and may be better suited to green spaces within larger lots. Typically, building or site-specific engineering design in Zone C may comprise solutions such as piled foundations designed to resist soil creep, local earthworks stabilisation, drainage, and in-ground reinforced concrete palisade walls. Shallow foundations may be suitable in some

situations or areas that have been enhanced through earthworks and/or deep drainage measures”.

Geological Zone D

This zone typically comprises gently to moderately inclined undulating terrain with some hummocky areas, and less obvious surface drainage features and inclined gullies. The land in the area shows what appear to be relic dormant features associated with inactive slope movement. Localised areas within the Zone appear free of obvious signs of recent instability, and generally present less onerous development opportunities than Zones B and C.

The investigations undertaken generally indicate that the underlying moderately to highly weathered rock is located greater than 3m depth below the existing ground surface. It appears that there are relic features of large ancient, dormant landslides in this zone. Assessment of the stability of ancient features with deep landslip surfaces can be complex, as they may have formed under very different conditions (such as high sea level during inter-glacial periods). It will be important to confirm acceptable stability assessment methods/criteria with Auckland Council for any of these ancient features, as stabilisation of very deep slip surfaces may be uneconomical, and housing would need to be located in areas which can developed more economically. Conversely, some localised areas within these dormant features and areas that have not been subject to ancient instability may be suitable for residential development with much less onerous design requirements. In these areas conventional raft type foundations may be feasible (possibly coupled with drainage measures) subject to site specific testing and stability assessment. The land within Zone D may also comprise a “middle ground” where stability enhancement can be achieved through bulk earthworks and drainage or retention to promote local areas of higher density.

The geotechnical assessment, in recognising the limitations of the soil for development recommends that the development is afforded the flexibility to increase or decrease the proposed lot intensity based on the scale and complexity of ground enhancement required to achieve the required levels of slope and geotechnical stability. The assessment also recommends ground enhancement works to achieve acceptable slope stability, and/or specific foundation design over most of the site and that the type and scale of these works will need to be determined at the subdivision or development stage.

Council Specialist Review

A review of the Tonkin and Taylor geotechnical assessment has been undertaken by Dr. Frank Havel, Principal Geotechnical Specialist at Auckland Council in **Appendix 3.6**. Dr Havel generally agrees with the methodology and assessment that has been carried out by the Requestor and acknowledges that slope stability presents the biggest risk to development and that there are areas of active instability, including deep complex landslip surfaces, identified by the geotechnical assessment in large areas of the PCA.

Rather than leaving the detailed geotechnical investigations (and the potential limitations of development intensity that may follow), Dr Havel is of the view that further geotechnical assessment and economic feasibility will be required for the proposed development density areas considering the geotechnical stabilisation measures required to ensure the natural hazards of land instability is reduced to an acceptable level. He states that the areas of instability will require a combination of relatively complex bulk earthworks and mass stabilisation including deep earthworks shear keys and drainage measures. He expresses concerns that in parts of the site, stabilisation of very deep slip surfaces may be uneconomical, and housing/infrastructure of higher density could require location in areas which can developed more economically. Dr Havel concludes:

At the plan change stage, it is appropriate to comment on the suitability of the land for rezoning. The potential large scale land stabilisation required to prevent large scale instability affecting future intensive development in the Geological Zones C and D will need further assessment to establish economic feasibility of such development. It may be appropriate to zone these areas as lower density residential (where stabilisation of selected building platforms within larger lot sizes is applicable) or public open spaces. The specific zoning and actual intensification should be confirmed in collaboration with the Geotechnical Engineer.

It is considered that parts of the site (referenced Geological Zone A and B in the T+T Geotechnical Assessment Report) could generally be suitable to support the proposed private land change, if additional desk study and site walkover survey confirm the conditions of these parts of the site remain unchanged.

The Geological Zones C and D are recommended for further assessment of the potential for land instability affecting development. This further assessment should be used to establish the economic feasibility of levels of development intensity.

Inputs from the Council geotechnical specialists will be required for review of further geotechnical information submitted and at the future resource and building consent stages.

Dr Havel also questions the reliability of the aerial photos and site investigation undertaken in 2022 given the severe weather experienced in the Auckland area in 2023. In his view, further review of aerial photographs and site walkover surveys should be undertaken to support this Request.

Assessment

As this is a plan change request, the commissioners need to be satisfied that the geotechnical conditions and limitations are suitable for the nature and intensity of development that would be enabled by the zoning proposed. The geotechnical specialists for both the Requestor and the Council have acknowledged that the site has areas that are subject to considerable geotechnical constraints. The Requestor's assessment is that the

limitations can be assessed at the resource consent stage and be subject to detailed geotechnical design which may include large scale earthworks to stabilise the land. The Requestor appears to accept that the geotechnical limitations may influence the intensity of development that can occur in specific areas.

Dr Havel, having regard to the potential large scale of earthworks required to stabilise land for development (especially in area C and D), raises the question whether these would be economically feasible to achieve the intensity enabled by the zoning sought. This could be particularly relevant for the higher intensity areas associated with the proposed neighbourhood centre and adjoining R-MHS Zone area located near the western boundary of the PCA.

In my view, questions of economic viability based on geotechnical issues are best left to the development stage rather than at the plan change stage unless the geotechnical issues are of such severity that development under the proposed zoning cannot be supported. Neither the Requestor or the Council geotechnical specialists have reached that conclusion. While it is possible for the Requestor to undertake a feasibility assessment of the works needed to stabilise the land for development at this stage, it should also be acknowledged that any assessment would be undertaken using economic assumptions about the cost of works (including the technology adopted) at this point in time, whereas the land may not actually be developed for many years, where those assumptions could well have changed.

That said, there are areas identified by the geotechnical assessment where detailed investigation and design are needed and this begs the question as to whether these areas should at least be identified in the precinct provisions and plans and whether there should be policies, matters of discretion or assessment criteria to specifically recognise these geotechnical matters and the need for further assessment and confirmation prior to development.

One option for the Commissioners is to have the Geological Zones (Figure 4-2 in the Tonkin and Taylor Geotechnical assessment) included in the proposed precinct together with the assessment provided in Table 4.4 of the geotechnical assessment. This could be linked to specific policies, matters of discretion or assessment criteria.

The other option is to leave the assessment to the resource consent stage being either subdivision or development stage. This could be triggered by a land use consent to undertake land development and/or subdivision. It is noted that land stability is reflected in the policies assessment criteria under the Chapter E12 Land Modification (District) and in Chapter E38 – Subdivision-Urban of the Unitary Plan and is therefore within the discretion of the Council to consider at that later stage of the urban development process.

At this stage and subject to further evidence being presented by the Requestor or other submitters, I favour the latter option. The Requestor should provide clarification or additional precinct provisions (including mapping) regarding geotechnical instability and limitations.

Recommendation

The land within the PCA has identified geotechnical limitations requiring further assessment and design to support the intensities that would be enabled by the residential and business zoning sought. In my view, these limitations are not fatal to the merits of the zones proposed but raises questions as to whether these need to be included in the precinct provisions or left to the discretion of the Council under the Unitary Plan provisions at the time of subdivision and development.

The Requestor should provide further evidence relating to the geotechnical limitations within the PCA and the likely extent of earthworks necessary to allow residential development with a particular focus on Geological zones C and D and the area to be zoned Neighbourhood Centre Zone and R-MHS Zone.

5.7. Contamination Effects

The Request

The Request includes a Preliminary Site Investigation report (**PSI**) prepared by Environmental Management Solutions Ltd to determine whether the land has been, was likely to have been, or is being, adversely affected by land use activities that can be found on the Ministry for the Environment Hazardous Activities and Industries List (**HAIL**) and accordingly, whether undertaking any proposed future development of the land is considered likely to pose a risk to human health. The PSI also considers the future development of the land under the provisions of the (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (**NES-CS**).

The PSI reports that following a review of historical aerial photography and property records, coupled with site walkover has identified that the land has generally been used for pastoral grazing purposes historically and is generally considered suitable for the intended land use. The PSI acknowledges, however that several areas within the proposed Wellsford North Structure Plan area, where HAIL activities may have occurred and further investigation of the land at these locations should be carried out prior to any site development. These include:

- The southern portion of the development area is proposed to be rezoned for large lot residential development and as such, Cadmium screening associated with the historic and prolonged application of super phosphate application to the pastoral land (which has included dairy farming activities), is a possibility. Screening across the pastoral land in this portion of the development area is recommended to ensure that Cadmium levels can meet the applicable Soil Contaminant Standard set by the NES.
- There are several existing buildings within the development area that were constructed in the 1970's and during the timeframes where leaded paint was still widely in use and construction materials may have contained asbestos. No asbestos in deteriorated condition was noted during site inspection. Aged construction materials have the potential to leach Lead from old paint into surrounding soils.

- A farm workshop was identified in building permits at 374 Rodney Street/SH1, Wellsford.
- The potential for contamination in relation to soils adjoining the railway on the eastern boundary of the site, including any uncertified soils has also been considered due to the potential for migration of contaminants into surrounding soils from railway activities.

The PSI makes the following recommendations:

It is recommended that prior to the demolition of any buildings constructed prior to 1984, an asbestos survey be carried out by a suitably qualified professional. Prior to the demolition of any building constructed prior to 1979, it is recommended that a lead survey be carried out by a suitably qualified professional. All demolition works shall be carried out in accordance with the recommendations of these surveys. If either contaminant is detected, then soil sampling may be required in this location.³⁰

The PSI concludes:

Overall, it is concluded that the majority of the land within the area encompassed by the proposed Structure Plan can be considered fit for the intended land use. It is likely that further detailed site investigation will be required where HAIL activities have been identified, in the form of a detailed site investigation prepared by a suitably qualified and experienced practitioner (SQEP) in accordance with the provisions set out within the current edition of the Ministry for the Environment Contaminated Land Management Guidelines.³¹

Council Specialist Review

The PSI has been reviewed by Ruben Naidoo who is an Environmental Health Specialist with the Council's Regulatory Engineering & Resource Consents team. A copy of this review is available in **Appendix 3.7**.

Mr Naidoo states that he generally concurs with the Requestor, and recommends:

In the event of any future subdivision, change of land use or soil disturbance being undertaken on site, a detailed site investigation and remedial works, shall be undertaken to mitigate and manage impacts to land which may cause harm to human health and the environment. All such works shall be completed in a manner consistent with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health, and the Ministry for the Environment Contaminated Land Management Guidelines No. 1 and No. 5, Reporting on Contaminated Sites in New

³⁰ Request Preliminary Site Investigation - Page 7

³¹ Request Preliminary Site Investigation - Page 7

Assessment

I rely on the PSI undertaken by the Requestor and the review undertaken by Mr Naidoo. I note that detailed site investigations for land that potentially contains HAIL activities (as identified in the PSI) would require an assessment under NESCS and a requirement for this would be triggered under the subdivision provisions in Chapter E38 of the Unitary Plan and/or Land Disturbance Chapters (district (E12) and regional (E13)). The proposed precinct does not override these provisions.

Recommendation

It recommended that the PSI and Council review be accepted and no further changes are recommended to the Request or precinct provisions.

5.8. Transportation

The Request

An Integrated Transport Assessment (**ITA**) has been undertaken by Commute Transportation in support of the plan change Request. The ITA addresses the need and sequencing of planned transport network and upgrades to promote integrated land use and transport outcomes.

The ITA outlines the existing traffic environment in Section 2 including the roading hierarchy, traffic volumes, walking and cycling, public transport, and safety record. The site is fronted onto SH1 which is an arterial road and is currently a State Highway and it is proposed to have a primary access from this road. It is also proposed to have access from Monowai Street and onto SH1 via Batten Street which are both local roads.

Traffic volumes for SH1 are outlined in the ITA and it has undertaken a comparison of the Annual Average Daily Traffic (**AADT**) along SH1 at the time of the surveys for the ITA with the traffic volumes prior to the pandemic. This has shown the AADT was of a similar order and thus it was considered that the surveyed flows are an appropriate base for assessing the traffic effects of the development.

The ITA identifies the proposed extension of the Puhoi to Warkworth motorway to the north of Wellsford with Waka Kotahi currently working towards securing the land designation and resource consents. It is understood that appeals to the Notice of Requirements have been settled on the designations for the extension of the motorway since the completion of the ITA and the designation is now confirmed (and is shown in the Unitary Plan). The ITA asserts that the extension of the motorway would further reduce travel times to destinations

south of Wellsford. The ITA states that the analysis does not assume that the Puhoi to Wellsford motorway is in place and so all growth has been added to the existing SH1.

The ITA identifies Wellsford is serviced by a single bus route (Route 998) which operates with a frequency of once per hour. This service runs between Wellsford and Warkworth. The nearest bus stop to the PCA is on Station Road which is between 1km and 1.3km from the interface between the PCA and Monowai Street and SH1, respectively.

There is a pedestrian underpass under SH1 at the western end of Tobruk Road. This provides a separated facility for access to Wellsford College. The ITA considers that this will also provide a facility for pedestrians from the PCA to walk to Wellsford Primary School located on School Road to the north of the college. In terms of cycling, the ITA notes that as a rural location there are currently no dedicated cycling facilities within Wellsford.

Access

Proposed access into the PCA includes an access from SH1 in the north (to the proposed collector road) and another access via Monowai Street and onto SH1 via Batten Street. It is understood that these accesses, and in particular the SH1 access in the north, will provide access to all of the land in the Structure Plan area.

Two options were considered for the new intersection with SH1 in the north - a right turn bay intersection and a roundabout. The ITA asserts that a right turn bay intersection with give way treatment for the collector road is acceptable in the short to medium term. The Requestor proposes a condition in the precinct to re-evaluate the form of the intersection as development occurs and to take into account changes in the transport environment.

Vehicle Traffic

The existing intersection layout has been modelled for the Batten Street intersection. For the proposed SH1/collector road intersection, this has been modelled for a right turn bay intersection only and not a roundabout.

The SH1/Batten Street intersection has been modelled with a different layout to the other scenarios. The modelling includes the addition of a short (15m) approach lane on Batten Street in the Future Year with the full structure plan build out, although no change is proposed to the intersection.

The modelling for the AM peak forecasts that the left turn movement from the Collector Road onto SH1 is approaching capacity and operates at a Level of Service (LOS) E. At Batten Street, in the AM peak, the right turn movement out of Batten Street is forecast to operate at a LOS F. These are poor levels of service and indicate the movements have high delays associated with them. The ITA considers that this would be acceptable as this would be just during the one peak period and that there is sufficient capacity for motorists to re-route between the two intersections. The intersections are forecast in the ITA to operate satisfactorily in the PM peak.

Mode Share and Trip Rates

The primary access into the PCA is proposed to be from the proposed SH1 access in the north (with the collector road) as opposed to Monowai Street (via Batten Street) which is being promoted as a secondary access.

Active modes are proposed to be provided through the PCA and to link with the existing Wellsford town centre. A footpath is proposed along SH1 south of the proposed new intersection but it is not proposed to extend the footpath past the southern extent of the PCA. A cycle way is proposed alongside the NAL with a connection towards the Wellsford town centre.

Council Specialist Review

The ITA has been reviewed for the Council by Martin Peake, a consultant traffic engineer from Progressive Transport Solutions Ltd. A copy of Mr Peake's review is included in **Appendix 3.8**.

Active Modes

Mr Peake observes that throughout the ITA, the assessment emphasises the connectivity of the Request for active modes, including to the wider Wellsford area. This is on the basis of the level of provision for active modes within the PPC area and with the provision of the proposed walking and cycling facility along SH1 from the proposed new SH1/collector road in the north to the SH1 underpass at Tobruk Road. The ITA also identifies the provision of a future cycle facility alongside the railway line that would connect to Matheson Road. However, this is not proposed to be provided by the PC92 provisions, but rather is only future proofed with building line setbacks.

It is Mr Peake's view that the accessibility of the Request for active modes is overstated. He acknowledges the provision of the walking and cycling facility along SH1 to the underpass and considers that this is an appropriate facility to provide. It will, in his view, provide an active mode connection to Wellsford College for both pedestrians and cyclists and would provide a missing link in the footpath network which will provide access towards Wellsford Town Centre, particularly for pedestrians. However, Mr Peake considers the active mode connections to be less beneficial in the following aspects:

Access to Wellsford Primary School

While the Request provides a possible link to Wellsford Primary School via the underpass, Mr Peak considers that it is not a particularly attractive route for students to walk. This is because it is not direct and adds considerable distance and time to journeys compared to a pedestrian that may choose to cross SH1 in the vicinity of School Road. He calculates the suggested route from the SH1 access via the underpass would equate to an additional 650m or 9 minutes walking time and he opines that for a caregiver walking their child to and from the school this is considerable, particularly as the Auckland Transport TDM Urban Street and Road Design Guide suggests total walking times to kindergartens and primary schools should be less than 10 minutes. For a return journey for a parent to walk to and

from the school Mr Peake is of the view that using the route proposed in PC92 adds 1.3km or an additional 18 minutes on their journey. In his view, this is likely to be a deterrent to caregivers from walking their child to school.

Cycle facility along SH1

Mr Peake observes that the cycle facility along SH1 terminates at Tobruk Road. He notes that cyclists are not provided any facilities south of this location and would be required to cycle on the road. SH1 in this location has significant volumes of traffic, including heavy trucks, and Mr Peak is concerned that cycling on the road would not be desirable or attractive for many cyclists.

He acknowledges it may not be the responsibility for the developer to provide a facility all the way into the Wellsford town centre, but concludes that the lack of provision for these users south of Tobruk Road is likely to be a significant deterrent to cycling into the town centre and to adjacent employment areas.

Cycling connection alongside the railway line

Mr Peake notes that the indicative cycling connection alongside the railway line is not proposed to be provided by the developer. Rather, it is only land set aside via a building setback in the precinct provisions. Currently there is not any commitment to provide this facility by others (e.g. Council, NZTA, AT) or funding to provide it. Furthermore, he expresses concern that there is no clear location where this facility would connect to Matheson Road. Therefore, it is his view that there is no certainty as to when the facility would be provided, whether it is feasible, connects into a wider network, and whether it would be provided at all.

Walking and cycling within the PCA

Mr Peak also expresses concerns that not all of the network of cycling and walking facilities within the PCA shown in the Structure Plan (i.e. Figure 14 from the Structure Plan) have been shown on the precinct plan and he recommends that these be included. If included, Mr Peak concludes that accessibility for active modes within the PPC area would be beneficial.

Neighbourhood Centre

Mr Peake supports the proposed neighbourhood centre from a transportation point of view as it would reduce reliance on private vehicle use, even for short trips to the existing Wellsford Town Centre.

Overall Mr Peak does not consider the Request to be well connected for active modes to Wellsford outside of the PCA. This is largely due to the limited nature of existing cycling and walking facilities within Wellsford. In his view, accessibility to Wellsford Primary School could be improved by the provision of a pedestrian crossing facility on SH1 between the proposed new intersection (with the collector road) and School Road (potentially by incorporating a crossing into the roundabout at the site access). He recommends that a

pedestrian crossing facility provided on SH1 as part of the transport infrastructure to be provided to support the development.

SH1/collector road intersection in the north

The Safe System Assessment Framework in the ITA compares the proposed right turn bay intersection with the roundabout. Mr Peake considers that the roundabout is shown to better align with the Safe System. In his view it will reduce traffic turning conflicts and vehicle speeds as vehicles approach the urban area of Wellsford. The roundabout would also act as a gateway and signal to motorists the changing environment from rural to urban.

The ITA states that there would be a number of transportation variables that may result in a roundabout not being required, including the construction of the Warkworth to Wellsford motorway, provision of public transport and the level of employment within the area. However, Mr Peak considers that there is uncertainty with regard to these occurring. He states:

- a. there is no certainty that the motorway would be extended as this is subject to funding and detailed consenting;
- b. there is unlikely to be any notable change in the level of public transport provision that would result in a significant shift to public transport as there are no plans to improve services in Wellsford in the Regional Public Transport Plan (2023-2031); and
- c. it is unknown whether there would be any changes to the level of employment (i.e. there is no evidence to suggest a high number of new jobs local to Wellsford).

Mr Peake points to the traffic modelling results which show that the left turn movement out of the proposed SH1/collector road access will be over capacity and that the right turn out of Batten Street (onto SH1) operates at a poor level of service (LOS F). He refers to a statement in the ITA that there is sufficient capacity at the other intersection to accommodate traffic diverting between the two intersections (i.e. left turners from SH1 diverting to Batten Street and right turners from Batten Street diverting to SH1). In his view, diverting traffic would be contrary to the stated intention for SH1/collector road access to be attractive to residents and visitors and could result in an undesirable increase in traffic along Monowai Street and Batten Street, which is a concern raised by some submitters. Mr Peake concludes:

On this basis, it is my view that, subject to modelling of a roundabout to demonstrate satisfactory operation, the intersection should be constructed as a roundabout in the first instance rather than as a right turn bay and then upgraded in the future. This would be more efficient and provide a safer environment for road users. It would enable pedestrian crossing facilities to be incorporated into the roundabout to provide a pedestrian crossing facility across [SH1] which would improve accessibility to Wellsford [Primary] School ...³²

³² Council traffic review – Para 4.43

Traffic modelling at the Batten Street/SH1 intersection

Mr Peak raises concerns regarding the adequacy of modelling for the Batten Street/SH1 intersection. He states that the modelling does not reflect the operation of the intersection and that the traffic model with the full development could be over estimating the capacity of the Batten Street approach and thus underestimating the effects on the intersection. He recommends that the traffic modelling should be updated so that all traffic models include the same layout on Batten Street.

Timing of transportation infrastructure upgrades

Transport upgrades have been identified within the ITA for a proposed intersection of the main collector road with SH1 in the north and a walking and cycling facility along SH1 from the SH1 access to the underpass at Tobruk Road. In addition, the frontage with SH1 will require upgrading to urban standard including kerb and channel and possibly a footpath (where not required by the link to the Tobruk Road underpass). Mr Peak raises concerns that there is no certainty from the precinct provisions that the footpath/cycle path link will be provided or that the frontage with SH1 will be upgraded to an urban standard. Furthermore, there are no details as to when these upgrades would occur. In his view these upgrades should be included in Table IX6.1.1 to clearly set out the need for these upgrades and to specify their timing.

Similarly, Mr Peak recommends that a footpath north of the SH1/collector road intersection should be provided to facilitate pedestrian movements to either these existing properties or to land to the north should it be rezoned. In his opinion, if a footpath is not provided as part of the work needed to upgrade SH1 to urban standard, this could leave a gap in the footpath network leading to safety issues and a network with poor connectivity.

Integration with proposed Rural-Countryside Living Zone (R-CSL Zone)

Mr Peake notes that the land to the north of the proposed precinct that is proposed to be rezoned from R-RP Zone to R-CSL Zone has not been assessed in terms of traffic generation or how access would be provided either from the existing road network or via the proposed Precinct. It also does not appear to include any roading connections or active mode connections other than future-proofing (but not provision) of the Wellsford Greenways Cycle link along the eastern boundary. In this regard, Mr Peake raises the following concern:

If there are no connections to the Precinct then this would likely result in this zone being accessed solely by private vehicles which would access the wider transport network via the SH1 / Boshier Road intersection. This zone could have higher trip generation rates than other residential types as there is no access to public transport or appropriate facilities for active modes. If traffic associated with this re-zoning has not been included in the trip generation or trip distribution detailed in the ITA then this may affect the traffic modelling undertaken.

Mr Peak recommends that the Requestor, either in evidence or at the hearing, should provide an assessment of how the R-CSL Zone would be accessed and the associated traffic effects. He also recommends that the traffic assessment is updated to include traffic associated with the R-CSL Zone including appropriate trip rates, traffic distribution and traffic modelling.

Construction Traffic

While construction traffic is usually addressed at the resource consent stage through a Construction Traffic Management Plan, Mr Peake has concerns about access to the PCA area via Monowai Street and Batten Street as these are narrow residential roads with a ninety degree bend where Batten Street transitions to Monowai Street. This access route will present challenges for construction traffic, particularly heavy vehicles to negotiate.

Mr Peake notes that access to the southern end of the PCA via the SH1/collector road access in the north may not occur for some time, due to the distance away from the southern PCA and challenges in providing a vehicle access over the undeveloped land. He recommends that the Requestor provides an assessment of the construction traffic effects on Monowai Street and Batten Street that demonstrates safe construction access can be achieved. The assessment should provide details of any management measures, staging of development and how these could be incorporated in the precinct provisions.

Adequacy of Precinct Provisions

Mr Peak has recommended a number of additions and amendments to the precinct provisions. The amendments and reasons from Mr Peake's review are set out as follows (text to be deleted is struckthrough and new text is underlined):

1. IX.3 Policy (2) only refers to key local roads and active mode connections. This policy should be expanded to include the "indicative collector road" as included on the Precinct Plan 1. The wording should be consistent with the legend on Precinct Plan 1. The amended wording is provided below:

IX.3. Policies

- (2) *Require the indicative collector road and indicative key local roads and active mode walking and cycling 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.*
2. Activity A2A is a Restricted Discretionary activity where development exceeds 750 dwellings. The activity description is ambiguous as it does not make it clear if the 750 dwellings is a cumulative total or the number of dwellings as part of single development. Furthermore, the precinct is proposed to provide access to FUZ land to the north of the site. As this activity (A2A) is only relation to this precinct, the effects of dwellings within the FUZ land once rezoned may not be taken into account.

Table IX.4.1 Activity Table

Activity		Activity Status
(A2A)	<i>Development that exceeds a <u>cumulative total of 750 dwellings within the Precinct to any land that is provided vehicle access from the Precinct along its northern boundary</u></i>	RD

3. Standard IX6.1 Staging of Development with Transport Upgrades should include references to relevant policies. The following amendments are recommended:

Purpose:

- *Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy X IX.3 (8).*

Achieve the integration of land use and transport consistent with Policies 452.3 IX.3(1), (2), (3), (4), (5), (7), (8) and (10).

4. Table IX.6.1.1 Threshold for Subdivision and Development with Wellsford North only refers to the provision of an intersection of the main collector road and SH1. Mr Peake recommends that the upgrade to the main collector road / SH1 intersection be modified to specifically refer to a roundabout.

Table IX.6.1.1 - Threshold for Subdivision and Development with Wellsford North

Column 1		Column 2
<i>Activities, development or subdivision enabled by transport Infrastructure in Column 2</i>		<i>Transport Infrastructure required to enable activities, development or subdivision in column 1</i>
(a)	<i>Prior to any subdivision and / or development</i>	<p><i>Upgrade of the main collector road and State Highway 1 (<u>Rodney Street</u>) intersection</i></p> <ul style="list-style-type: none"> • <i>Right hand turn intersection with the main collector road and State Highway 1</i> • <u><i>Single lane roundabout</i></u>
(b)	<u><i>Prior to any subdivision and / or development accessed via the main collector road / State</i></u>	<u><i>Provision of a walking and cycling facility along State Highway 1 (Rodney Street) between the main collector road and State highway 1</i></u>

	<u>Highway 1 (Rodney Street) intersection</u>	<u>(Rodney Street) intersection and the underpass at Tobruk Road.</u>
(c)	<u>Any subdivision and/or development with frontage to State Highway 1 (Rodney Street)</u>	<u>Upgrade State Highway 1 (Rodney Street) frontage to urban standard consistent with Appendix 1: Road Function and Design Elements Table</u>

5. The Matters of Discretion 9(b) relate to the infringement of Standard IX6.8 for the building setback along the North Auckland Line. This setback is required partly to provide for a future cycling route alongside the rail line. For clarity, Mr Peake considers that the Matters of Discretion should be expanded to include reference to the future cycling route:

IX.8.1 (9)(b) Effects on pedestrian and cyclist connectivity and safety for the future indicative cycling connection (shown on Precinct Plan 1) or existing cycling facility if already constructed.

6. No equivalent Assessment Criteria are included for Matters of Discretion IX.8.1(9) under IX.8.2(9). An appropriate assessment criteria should be included. The following wording is suggested by Mr Peake:

IX.8.2 (9)(b) The effect on the ability to provide a connected and safe cycling connection, including connections to the wider transport network.

7. Assessment Criteria IX.8.2(1)(b) refers to only providing a walkable street network but also includes references to active modes. It is considered that the criteria should be expanded to include reference to cycling. The following amendment is suggested.

IX.8.2(1)(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 and cyclable 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.

8. Assessment Criteria IX.8.2(2)(b) in relation to the 750 dwelling threshold refers to the performance of the main collector road / SH1 intersection. However, the ITA has identified that the Batten Street / SH1 intersection operates as a poor level of service with in excess of 750 dwellings. Therefore, Mr Peak recommends the assessment should also include reference to the performance of the Batten Street intersection as recommended below.

IX.8.2(2) (b) Whether the transport network at the intersection of the main collector road and State Highway 1, and the intersection of Batten Street and State Highway 1 can operate safely and efficiently during all periods,

with all movements operating no worse than Level of Service (LOS) D.

9. Assessment Criteria IX8.2(2)(a) implies that it is a single proposal for 750 dwellings or more that would require the Integrated Transport Assessment. This should be amended so that it relates to the cumulative total of 750 or more dwellings within the precinct and consider the FUZ land to the north, that would also be accessed via the road network in the proposed precinct.

IX8.2(2) (a) A proposal that exceeds a cumulative total of 750 dwellings within the Precinct (including any land that is provided vehicle access from the Precinct along its northern boundary) shall be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.

10. Precinct Plan 1 does not include all of the walking and cycling connections included in the movement diagram in the Structure Plan. To ensure a highly connected active modes network within the precinct, Mr Peak recommends that Precinct Plan 1 include the indicative walking and cycling connections shown in Figure 4 of the Structure Plan (see **Appendix 4** for recommended updates to the precinct plans).
11. Mr Peak recommends some amendments to Appendix 1: Road Function and Design Elements Table. The Table does not identify that the collector road should have Vehicle Access Restrictions and this is likely to have been an error. Mr Peake therefore recommends that the table be amended so that vehicle access restrictions apply to the Collector Road.

Mr Peak considers that the Table should also be updated to include a new row which includes the upgrade to SH1 (Rodney Street) frontage to provide certainty that it would be upgraded to urban standard.

Assessment

I am generally in agreement with the assessment and recommendations of the Mr Peake. I agree with his proposed amendments to the precinct plan provisions.

With regard to an assessment under relevant Council transportation policy documents I agree that an assessment should be provided by the Requestor under the Climate Plan and Transport Emissions Reduction Pathway (**TERP**) including consideration of the likely VKT impact of the Request in terms of additional vehicle use and resulting emissions. That said, it is my view that the Commissioners should also be aware that the majority of the PCA is zoned FUZ and in that regard the Council has already signalled that this land is suitable for urbanisation.

As discussed above, it is my view that small rural or coastal communities are unlikely to be viable for an integrated public transport system in the short to medium term and delaying the identified limited urbanisation of these areas until 2030 and beyond is unlikely to improve their viability.

Mr Peak refers to the FDS not being considered and this is due it being made adopted by the Council after notification. The Requester should address the FDS in their evidence and consideration of the FDS is provided in this report in the Statutory Assessment in the sections below. However, in terms of emissions reduction and efficiency, it is noted that the FDS has not recommended a review around the retention of the FUZ zoning that applies to the PCA (although the timing of development is pushed further out into the future).

Recommendation

It is recommended that the precinct plan is amended in line with the amendments suggested by Mr Peake above and as set out in the amended precinct provisions included in **Appendix 4**.

5.9. Noise and Vibration

The Request

The PPC application documents do not include an assessment of noise and vibration effects or reverse sensitivity effects from locating new activities sensitive to noise in proximity to existing transport networks/infrastructure. It is understood that a noise and vibration assessment has been undertaken post notification and will be included in the Requestor's evidence at the hearing.

This review has been undertaken without that further noise and vibration assessment. However, we have had regard to the submissions lodged that relate to noise and vibration effects and in particular those effects at the SH1 interface (along the western boundary of the PCA) and the North Auckland (rail) Line (NAL) along the eastern boundary of the PCA.

Although no noise or vibration assessment had been undertaken prior to the notification of PC92, the proposed precinct recognises that there is potential for adverse noise effects adjoining the NAL. The proposed precinct includes the inclusion of a noise attenuation overlay (**NAO**)³³ between the NAL and adjoining residential development. The provisions are intended 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. This is done through requiring that activities sensitive to noise within 60m of the railway corridor are

³³ It is noted that this has been referred in the Request and some submissions as a "building setback". In the writer's view this standard is not a "setback" as buildings are permitted within to proposed 60m area. The intent of this standard is to manage buildings within 60 of the NAL rather than restrict their placement within it. On that basis, the standard has been described in this report as a noise attenuation overlay (NAO) in recognition that it is an overlay to manage the noise effects on buildings located within it, as opposed to being a setback for buildings.

designed with acoustic attenuation measures. A building setback along the NAL of 5m is also proposed to provide space for a future strategic walking and cycling connection.

It is noted that the proposed precinct provisions do not include noise generated from SH1 or vibration effects from the use of the NAL.

Kiwi Rail, Waka Kotahi and Auckland Transport (**AT**) have submitted on the matter of noise and the use of a NAO. Kiwi Rail is seeking the proposed 60m distance from the NAL be increased to 100m and Waka Kotahi is seeking a similar noise standard to apply to 50m from SH1. AT have not sought a specific distance from SH1. Kiwi Rail is also seeking that vibration effects also be included in the provisions with regard to any activity adjoining the NAL. The assessment of these submissions is covered later in section 9 of this report.

Council Review

Following the receipt of the submissions from Kiwi Rail and Waka Kotahi, Andrew Gordon Senior Specialist (Noise and Vibration) at Auckland Council reviewed the Request and the noise and vibration matters raised. A copy of Mr Gordon's review is included in **Appendix 3.9**.

Mr Gordon notes that the Unitary Plan does not include any Auckland-wide controls to manage the noise or vibration effects on activities sensitive to noise or other sensitive land use activities adjacent to road or rail corridors.

However, Mr Gordon notes that the following E25.2 objective is relevant:

- (3) Existing and authorised activities and infrastructure, which by their nature produce high levels of noise, are appropriately protected from reverse sensitivity effects where it is reasonable to do so.

And E25.3 policy:

- (7) Require activities to be appropriately located and/or designed to avoid where practicable or otherwise remedy or mitigate reverse sensitivity effects on:
 - (a) existing or authorised infrastructure;

Mr Gordon states that it is common for Plan Change requests to include precinct provisions that include controls to manage noise and vibration effects from road and rail on new zones that anticipate and provide for activities sensitive to noise (e.g. residential zones). Mr Gordon states that a NAO approach has been adopted in other plan changes where high traffic and noise volume highways adjoin land to be zoned residential.

SH1 noise issues

Mr Gordon states that he supports provisions that manage noise effects near busy roads and highways on the basis that there is potential for adverse effects on health (which

includes mental health and wellbeing) for people exposed to unreasonable levels of noise. Mr Gordon also notes that the RMA definition of noise includes vibration. In his view, there is a reasonable expectation that occupants in new buildings should have a good level of acoustic amenity even when located in proximity to existing road infrastructure, which by their nature produce high levels of noise. He states:

I agree traffic noise levels are reflective of traffic variables, such as vehicle speed, hence different setback distances need to be considered when a detailed traffic noise assessment is completed. For example, NZTA advise: '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.'

I support the proposed precinct amendment which recommends that all activities sensitive to noise within 50m of SH1 are designed, constructed, and maintained to meet an indoor noise level of 40 dB LAeq(24-hour) inside habitable spaces.

Mr Gordon adds:

Compliance with the above internal design limit will adequately provide for the indoor acoustic comfort of future occupants and is consistent with NZTA's guidelines on managing state highway noise effects on noise sensitive land use.

Mr Gordon goes on to state that compliance with the suggested internal standard is likely to only affect the first row of buildings next to SH1. However, this may extend to the second row of buildings depending on the building typologies comprising the first row of buildings and, any existing or future mitigation within the SH1 corridor (e.g. solid fencing, earth bunds, ground contours, low noise road surface). In his view, a very small percentage of the 650 – 800 dwellings anticipated by the Requestor will require acoustic treatment to enable compliance with the above internal noise limit.

Mr Gordon adds that for some new buildings, compliance with the above internal noise limit will likely require windows and external doors to be closed (i.e. all the first row of buildings). Therefore, he agrees with a provision requiring suitable mechanical ventilation to be installed is necessary.

With regard to the issue of vibration from SH1 Mr Gordon does not see the need for a specific road vibration standard in the precinct provisions on the basis that vehicles driving along a well-maintained road free of any potholes or other uneven surfaces are expected to create negligible vibration at immediately adjacent buildings.

NAL noise and vibration issues

Mr Gordon supports the approach offered by the Requestor to mitigate adverse rail noise effects on future noise sensitive activities by way of a NAO. However, Mr Gordon considers that a setback distance of 60m from the rail corridor does not provide an appropriate effects

envelope. Accordingly, he supports a greater setback distance of 100m. He notes that a 100m setback is consistent with the KiwiRail Reverse Sensitivity Guidelines, which are commonly referenced in assessments across New Zealand.

Mr Gordon states:

I note a 100m setback is consistent with the KiwiRail Reverse Sensitivity Guidelines, which are commonly referenced in assessments across New Zealand. There is no evidence to suggest a shorter setback distance is appropriate for this development.

The rail noise source level of 70 dB LAeq(1hour) is from KiwiRail's guidelines – I understand this source level is adopted and promoted by KiwiRail in their submissions to District Plan reviews, plan changes, Notice of Requirements, and resource consent applications across New Zealand.

I understand the rail noise level of 70 dB LAeq(1hour) is to be used as a design noise level to approximate the effects of a single train pass-by and generalised average noise level from the rail corridor – this level is designed to recognise and provide for the variability in rail pass-by noise events.

In my view, 100m is a conservative setback distance which is designed to ensure rail noise is reduced to approximately 55 dB LAeq (at 100m) without any mitigation - I note 55 dB LAeq is the upper daytime limit for residential areas but is specific to continuous noise and not to discrete and short duration events such as passing trains.

I agree an acoustic design report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with IX.6.7 prior to the construction or alteration of any building containing an activity sensitive to noise.

I support use of a 'Rail Vibration Alert Area' or similar rail vibration notation to 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 imposing strict compliance limits.

Assessment

I rely on the assessment of Mr Gordon and I agree that amendments are required to the precinct provisions to manage noise and vibration effects from SH1 and the NAL.

Recommendation

It is recommended that the precinct provisions be amended as follows to manage adverse noise and vibration effects adjoining SH1 and the NAL (text to be deleted is struckthrough and new text is underlined):

1. Add a new standard for land adjoining SH1:

IX6.XX Activities sensitive to noise within 50m of the state highway road corridor.

Purpose: Ensure activities sensitive to noise adjacent to the State Highway 1 (Rodney Street) 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 state highway corridor.

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:

- An indoor design noise level of 40 dB LAeq(24hr) inside all habitable spaces.
- Road-traffic vibration levels complying with Norwegian Standard Class C of NS 8176E: 2005.

b) If windows must be closed to achieve the design noise levels in condition (a), the building must be designed, constructed and maintained with a ventilation and cooling system. For habitable spaces the system must achieve the following:

- 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 LAeq(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 LAeq(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 LAeq(30s) when measured 1m away from any grille or diffuser.

c) A design report prepared by a suitably qualified and experienced acoustics specialist must be submitted to the council demonstrating compliance with conditions (i), (ii) and (iii) 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.

Note: 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 Wellsford North Precinct be enforced, then the 50m effects area as mentioned in (a) above, would be reduced to 40m.

2. Amend IX.1 Precinct Description to add:

.....

The North Auckland Line runs the entire length of the Precinct's eastern boundary and State Highway 1 (Rodney Street) runs along a portion of the Precinct's western boundary. These corridors will be protected from reverse sensitivity effects by ensuring new buildings and activities are designed and located to manage any adverse effects.

Areas inside the Precinct that are within 100m of the North Auckland Line or 50m of State Highway 1 may experience vibration levels higher than would normally be experienced, and an alert area is shown on Precinct Plan 2.

3. Add new Objective IX.2(10)

(10) Adjacent building development is managed to minimise effects on the operation of the regionally significant North Auckland Railway Line and State Highway 1 (Rodney Street).

4. Amend policy IX.2(11)

(11) Ensure that activities sensitive to noise adjacent to the railway or State Highway 1 (Rodney Street) corridors 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 corridors.

5. Add new policy IX.2(12)

(12) Ensure that adverse effects on the operation of the regionally significant North Auckland Line and State Highway 1 (Rodney Street), and on the health and safety of adjacent occupants is managed using performance standards.

6. Amend standard IX.6.8 as follows:

IX.6.8 Activities sensitive to noise within ~~60m~~ 100m of the rail corridor

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~~ 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.

(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.

~~**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 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).~~

(3) ~~A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule IX.6.87 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.6.87 IX.6.14(1).~~

7. Amend IX.8.1(8) as follows:

(8) ~~Infringement of standard IX.6.87 – Development Activities sensitive to noise within 60m 100m of the rail corridor and within 50m of SH1:~~

(a) ~~Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.~~

8. Amend IX.8.2(8) as follows:

(8) ~~Infringement of standard IX.6.87 and/or IX.6.10 Activities sensitive to noise within 60m 100m of the rail corridor or within 50m of the state highway corridor.~~

- (a) *Whether activities sensitive to noise adjacent to the railway or state highway corridors are designed to protect people's health and amenity while they are indoors, and whether such activities unduly constrain the operation of the railway or state highway corridors. 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 or state highway corridors;*
 - (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 or road noise expert, ~~and~~ KiwiRail and Waka Kotahi (NZTA).*

9. Amend IX.9 Special Information Requirement as follows:

(2) Consultation with KiwiRail and/or Waka Kotahi (NZTA)

Activities sensitive to noise proposed within ~~60m~~ 100m of the rail corridor or 50m of the State Highway corridor which infringe Standard IX.6.87 or IX6.10 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.9:

a) Evidence of consultation with KiwiRail (for the rail corridor) or Waka Kotahi (NZTA) (for SH1) and any responses to that consultation

5.10. Archaeology and Heritage

The Request

Archaeology

An assessment of the archaeological and heritage values of the PCA has been undertaken by Clough and Associates. The Archaeology Assessment has concluded that there are no scheduled archaeological sites identified in the Proposed PCA, and there are no recorded sites.

The Clough assessment notes that land was granted to early European settlers in the mid-19th century, and subsurface remains associated with use of a house indicated on an 1894 plan in Allotment 117A may be present. However, there the Clough assessment report that there is no indication that the remainder of the PCA was used for anything other than general agricultural purposes during the 19th century. The assessment recommends that if Allotment 117A is affected by future development additional survey should be undertaken along with a detailed assessment to determine appropriate mitigation.

The Request proposes to rely on the Accidental Discovery Rule (E12.6.1) in the Unitary Plan for the remainder of the PCA, if any unrecorded archaeological sites are exposed during future development activities resulting from the proposed Plan Change.

Cultural Values

The Request reports that engagement has been undertaken with all Mana Whenua groups with known customary interests in the Plan Change. The outcome of that engagement is summarised in a consultation report included in Appendix 4 to the notified Request.

A cultural values assessment (**CVA**) or kiatiaki report has been prepared by Ngāti Manuhiri and this is generally supportive of the proposal. The Cultural Conditions and Recommendations of the CVA are:

Cultural Conditions

- *Accidental discovery protocols are strictly adhered to during works, including any site visits (appendix 2)*
- *A copy of this report to be kept on site during works alongside the resource consent should it be granted, to ensure all contractors on site are aware of the culturally sensitive aspects of this activity.*

Cultural Recommendations

- *The Manuhiri Kaitiaki Charitable Trust supports diversity in the workplace and on projects.*

Where applicable, we encourage the applicant to utilise Amotai - Aotearoa's supplier diversity intermediary tasked with connecting Māori and Pasifika-owned businesses with buyers wanting to purchase goods, services and works.

- *If a representative of the Manuhiri Kaitiaki Charitable Trust is in attendance, all pre-start meetings and official gatherings of project team/contractors is to be opened with a karakia.*

Council Specialist Review

A review of the historic heritage aspects of the Request has been undertaken by Rebecca Ramsay, Senior Specialist: Heritage at Auckland Council. A copy of Ms Ramsey's assessment is included in **Appendix 3.10**.

Ms Ramsey's review is supportive and she states:

In my opinion, the archaeological assessment provides a sufficient level of detail in relation to historic heritage for the purposes of the proposed plan change.

Assessment

Archaeology

I rely on the assessment undertaken by Clough and Associates and the review of Ms Ramsey for the Council that the effects are considered likely to be minor and can be appropriately managed under the Unitary Plan Accidental Discovery Rule (E12.6.1).

Cultural Heritage

I also rely on the CVA Kaitiaki Report prepared by Ngāti Manuhiri with regard to cultural effects being adequately addressed. However, the Requestor should provide further detail in evidence on how the conclusions and recommendation of the CVA (sections 5.1.1 and 5.1.2) may be implemented and/or integrated into the precinct provisions.

Recommendation

Subject to further evidence presented by the Requestor regarding the possible implementation and/or integration of the CVA into the precinct provisions, no changes to the precinct provisions or plan change request are recommended.

5.11. Arboricultural Effects

The Request

The Request includes an arboricultural assessment by GreensceneNZ Limited although this is not specifically referenced in the section 32 assessment report. It is also noted that the arboricultural assessment has a draft watermark on it but has been assessed on the assumption that it is a final report.

The arboricultural assessment concludes that there are no protected trees listed in the Unitary Plan within the Structure Plan and PCA. The arboricultural assessment has focussed on whether any trees within the PCA qualify as notable trees under the Unitary Plan assessment criteria. In that regard, while the grove of totara trees has been recognised in the arboricultural assessment, it is the conclusion that none of these qualify as 'notable

trees'. Nevertheless, these trees proposed are to be protected (via methods other than scheduling) and are included in the precinct plan and provisions.

Council Review

A review of the arboricultural assessment (**Appendix 3.11**) has been undertaken by Rhys Caldwell, Specialist Arborist at Auckland Council.

Mr Caldwell agrees with the arboricultural assessment and comments:

Two of the trees assessed as potential notable trees appear to be no longer in the subject area. These are the two Norfolk Island Pine trees, No.3 & 4. These trees appear to stand within the road reserve and would be protected under chapter E17.

For a tree to be included as a notable tree it really has to be an outstanding specimen in a prominent location. Being a healthy tree that is a typical example of its species is usually not sufficient to meet the scoring required to be included as a notable tree. The two trees within the subject site, Pine tree (No.1) and Totara tree (No.2) are typical examples of their species and do not exhibit any features that make them outstanding. I would agree with the assessment provided that these trees would not meet the threshold to be included as notable trees.

Assessment

I rely on the assessment and review of the arborists for the Requestor and the Council. I note that Mr Cladwell's assessment also clarifies the questions posed by Ms Absolum regarding whether there were any notable trees within the PCA.

Generally, the trees located throughout PCA appear to be fairly typical for a rural environment. There do not appear to be any significant trees worthy of scheduling as notable trees. It is noted that the existing grove of Totora trees as well as any existing trees and vegetation located within the riparian yards proposed adjacent to the streams will be protected under the precinct provisions.

Recommendation

No changes to the proposed precinct provisions are recommended.

5.12. Soil Productivity

The Request

The Request included two soil productivity assessments undertaken by Dr Reece Hill of Landsystems. The first soil assessment was an overview of the soil productivity of the areas within the PCA and relying on the Council's existing mapping of soils. The second assessment was on the land at 96 and 136 Boshier Road which is currently zoned R-RP Zone and was undertaken notwithstanding the existing Council mapping.

The conclusion of the first assessment was that based on the information available and used in a preliminary desktop assessment, it is very unlikely that the PCA has land containing elite or prime soil, due to slopes being greater than 0-3° and/or imperfect and poor soil drainage.

The second assessment, focussed on the land currently zoned R-RP Zone (and therefore potentially subject to the NPS-HPL). It found that a small isolated area (0.4ha) of the site is Land Use Capability (LUC) Class 3 ("prime soil" under the Unitary Plan).



Figure 9 - Land containing elite and prime soil

Assessment

There is no land in the PCA identified as being LUC 1-3 in the New Zealand Land Resource Inventory (NZLRI). I note that a recent Environment Court case *Blue Grass & others v Dunedin City Council* [2024] NZEnvC 83 considered a preliminary legal issue concerning the interpretation of the National Policy Statement for Highly Productive Land 2022 (NPS-HPL).

The issue was whether more detailed mapping (such as site-specific surveys) undertaken since 17 October 2022 using the LUC classification prevails over the identification of land as LUC Class 1, 2, or 3, as mapped by the NZLRI. That question would then determine whether land is 'highly productive land' for the purposes of clause 3.5(7) of the NPS-HPL.

The court ruled that any site-specific survey from after 17 October 2022 should not prevail over the NZLRI. Therefore, based on the NZLRI there is no highly productive land in the PCA and the NPS-HPL does not apply.

Nonetheless, the Unitary Plan provisions around protecting prime land where practicable are still relevant. In this case, it is my view that the loss of prime soil at 96 and 136 Boshier Road is unlikely to have significant adverse effects for the following reasons:

- a. The size of the land that falls within a classification of prime soil is small (4,000m²).
- b. The land is effectively land-locked and does not have ready access from the PCA or Boshier Road. From Boshier Road it is separated by a relatively large stand of exotic trees and steep land with an intermittent stream also running through it.
- c. The area of land is unlikely to be of a size to enable a feasible rural production activity.

Recommendation

No changes to the proposed precinct provisions are recommended.

5.13. Environmental Effects Conclusion

The actual and potential effects of the proposed Request have been considered in the above sections of this report and has been based on assessment undertaken by specialists engaged by the Requestor and reviews undertaken by Council specialists.

Based on the Council reviews and analysis the environmental effects of the requested plan change can be suitably avoided, remedied or mitigated subject to a number of amendments and additions to the precinct provisions and provision of further assessment through evidence, where recommended.

On this basis I am of the view that the land subject to the Request, from an environmental effects perspective, is suitable for urban development. The proposed mix of activities will result in positive effects on the environment in terms of the social and economic well-being of the community and the development can be serviced by existing infrastructure with appropriate upgrades in place.

6. STATUTORY ASSESSMENT

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

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 was passed on 21 December 2021 and required the Council to prepare an intensification planning instrument (**IPI**) to incorporate the Medium Density Residential Standards (**MDRS**) into relevant residential zones in the district plan, as well as giving effect to Policies 3 and 4 of the National Policy Statement on Urban Development 2020 (**NPS-UD**). Plan Change 78 – Intensification (**PC78**), being the IPI instrument, was notified on 18 August 2022.

It is noted that Wellsford has not been included in PC78, being outside the area covered by the plan change. The Council determined that Wellsford is not required to incorporate the Medium Density Residential Standards on the grounds that it has a population under 5,000 persons (as of the 2018 census). The land in and adjacent to the Wellsford Town Centre zone has been considered under Policy 3(d) (intensification around ‘other’ centres) of the NPS-UD. However, the Council has not proposed any changes to the density or heights in this area of Wellsford in response to this policy.

Therefore, the Request is considered to be consistent with this act.

6.2. National Policy Statements

The relevant national policy statements (**NPS**) must be considered in the preparation, and in considering submissions on PC92. There are four NPS’ of relevance to PC92; the National Policy Statement on Urban Development (2020), the National Policy Statement on Freshwater Management (2020), the National Policy Statement for Highly Productive Land (2022), and the National Policy Statement for Indigenous Biodiversity (2023).

National Policy Statement on Urban Development (2020)

The National Policy Statement on Urban Development 2020 (**NPS-UD**) endeavours to ensure that New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of diverse communities. It also seeks to remove barriers to development to allow growth ‘up’ and ‘out’ in locations that have good access to existing services, public transport networks and infrastructure.

The NPS-UD and amendments to the RMA have introduced new concepts for “well-functioning urban environments” and “qualifying matters”. The NPS-UD also includes specific direction on establishing “urban resilience” to the effects of climate change.

The requestor has provided an assessment against the NPS-UD in section 6.1.1 of the Request assessment report and concludes that the Request gives effect to the NPS-UD.

It is acknowledged that the subject site is zoned FUZ and thus considered appropriate for urban development and on that basis the plan change is generally consistent with Objectives (1), (6) and Policies (1), (6) and (8) of the NPS-UD.

With regard to Objective (8) and Policy (1)(e) relating to reducing greenhouse gas emissions, it is noted that a well-functioning urban environment includes good accessibility

and supporting a reduction of greenhouse gas emissions. Due to the location of the PCA on the northern extent of a low density rural settlement, access to most employment areas, goods and services (including schools) may be required via private vehicle. This would, in turn, increase private vehicle kilometres travelled (**VKT**), and greenhouse gas emissions. However, the Requestor has sought to address this by providing and/or enabling active mode connections towards the town centre along SH1 and indirectly along the NAL corridor. The Request also includes a Neighbourhood Centre Zone to provide for local convenience retail activity.

It should also be acknowledged that existing rural towns and coastal settlements will struggle to provide for growth and reduce greenhouse gas emissions as these settlements are traditionally low density and have little (or no) existing or proposed public transport infrastructure. It is my view that a reliance on private motor vehicles will continue to be a characteristic within these settlements and should not be a basis, on its own, to discourage or refuse previously identified and zoned areas for urban growth in these settlements. In my view, the provision (rather than merely enabling) of active mode alternatives to connect the PCA toward the existing town centre are sufficient to meet the intent of this objective and policy in the NPS-UD.

With specific regard to Policy 8, the Request is out of sequence with the recently adopted FDS (which indicates the timing of land released for development not be until 2030+) but is not considered to be “unanticipated by RMA planning documents” due to it being zoned FUZ and supported by a robust Structure Plan assessment. I note that the Request has considered and addressed the infrastructure prerequisites in the FDS for Wellsford.

Section 3.12 of the NPS-UD relates to the preparation of and FDS and its role in assisting the integration of planning decisions under the Act with infrastructure planning and funding decisions. At the same time section 3.18 of the NPS-UD also provides for unanticipated or out-of-sequence developments.

Overall, I am of the view that (subject to the recommended amendments to the precinct regarding infrastructure provision) the urbanisation parts of the Request are consistent with the NPS-UD.

National Policy Statement on Freshwater Management (2020)

The National Policy Statement for Freshwater Management 2020 (**NPS-FM**) is relevant to PC92 because the proposed plan change includes provisions for the enhancement of modified and degraded freshwater systems located within the PCA. The streams and wetlands on the land and identified within the Precinct Plan are proposed to be protected and restored through a 10m setback and treatment (and a 20m setback for sections of stream greater the 3m in width).

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

As part of the PC92 information the Requestor has provided an ecological assessment (Bioresearchers) of the streams and wetlands on the site. The engineering assessment by Woods has also set out a stormwater management plan (**SMP**) which responds to the recommendations in the Bioresearchers assessment for the establishment of stormwater management devices to provide quality control (stormwater runoff treatment). The stormwater mitigation approach for the SMP area also includes an ecological assessment of stream health and includes scope for restorative planting and enhancement of the existing watercourses as natural features and habitats.

On this basis, and subject to the recommended amendments to the precinct regarding freshwater, I am of the view that PC92 is able to give effect to the NPS-FM. In particular, Objective 1, and Policies 2, 3, 9 and 15, can be given effect to by PC92 as the development can be undertaken in a manner that protects the existing streams and wetlands and their ecology.

National Policy Statement for Highly Productive Land (2022)

The National Policy Statement for Highly Productive Land (NPS-HPL) came into force on 17 October 2022. It is about ensuring the availability of New Zealand's most favourable soils for food and fibre production, now and for future generations.

The majority of PC92 land is currently zoned FUZ and is therefore excluded from the NPS-HPS mapping and subsequent protection. The land that is zoned CSL Zone is not considered to be a "*general rural zone or rural production zone*" and is therefore also excluded.

The R-RP zoned land located north of the FUZ zone and south of Boshier Road (96 and 136 Boshier Road) could be subject to the NPS-HPL, due to its zoning. However, the NZLRI maps do not identify any LUC 1-3 land in this area.

Therefore, as noted in a previous section of this report on soil productivity, there is no land in the PCA that meets the definition of highly productive land. Therefore, NPS-HPL does not apply within the PCA.

National Policy Statement for Indigenous Biodiversity (2023)

The National Policy Statement for Indigenous Biodiversity (**NPS-IB**) came into force on 23 August 2023. This is after the plan change was accepted by the Council under Clause 25 of Schedule 1 to the RMA. Therefore, the AEE does not consider this NPS.

The NPS-IB provides direction to councils to protect, maintain and restore indigenous biodiversity requiring there is at least no further reduction nationally. It does this by providing direction on how to identify and protect significant indigenous biodiversity and manage the adverse effects of subdivision, use and development. This is to be achieved:

- by recognising the mana of tangata whenua as kaitiaki of indigenous biodiversity

- by recognising everyone is a steward of indigenous biodiversity
- by protecting and restoring indigenous biodiversity as necessary to achieve overall maintenance
- while providing for the social, economic and cultural wellbeing of people and communities now and in the future.

The NPS-IB is limited to land (terrestrial) ecosystems and some aspects of wetlands.

The Unitary Plan has not yet been amended to give effect to the NPS-IB. However, the interpretation of a 'significant natural area' (**SNA**) includes an area of significant indigenous vegetation or significant habitat of indigenous fauna (regardless of how it is described) already identified in a plan or policy statement until such time it is effectively re-evaluated. This means 'significant ecological areas' (**SEA** [terrestrial]) already identified in the AUP should be considered a SNA for the purposes of the NPS-IB.

As identified in the AEE, the site is primarily in pasture with exotic trees but does include a grove of Totara trees. That said, there are no terrestrial SEAs identified on the site. This is confirmed by the council's ecology review.

The proposed precinct provisions require the 10m riparian margins of intermittent streams and wetlands to be planted with indigenous plants, and protected through a consent notice, covenant or by being vested in council. This planting is expected to contribute towards improving both terrestrial and freshwater ecological values.

It is also noted that the grove of totara trees, being the only contiguous area of native vegetation within the PCA will be identified on the precinct plan and protected.

On this basis, subject to the recommended amendments to the precinct regarding indigenous biodiversity, it is concluded that the proposal will be consistent with the NPS-IB.

National environmental standards or regulations (NES)

Under section 44A of the RMA, local authorities must observe national environmental standards (**NES**) in its district and region. No rule or provision may duplicate or be in conflict with a national environmental standard or regulation.

PC92 only provides an assessment on the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (**NES-CS**). This NES is considered to be relevant to PC92 as the land is currently in open pasture and has been used for pastoral farming and it has the associated potential use of agricultural chemicals. I agree that the NES-CS is the only relevant NES for PC92.

A contamination assessment has been undertaken by Environmental Management Solutions and assessed in the AEE. A PSI was undertaken and this has been summarised and assessed in the effects assessment above. The assessment undertaken has identified

a number of “unverified HAIL activities” associated with historic filling, buildings, and activities adjoining the NAL.

The Requestor states that further investigation at the subdivision and development stage is warranted and that this can be addressed as part of the subdivision and development process under the requested zoning. As a result of this assessment, it is concluded that PC92 is consistent with the NES-CS. It is also noted that this matter will be further considered at the resource consent/subdivision stage.

On this basis, it is my opinion that the Request will be consistent with the NES-CS.

6.3. Auckland Regional Policy Statement

The relevant policy statement must be considered in the preparation of a plan change and in the consideration of submissions.

Under s75(3)(c) of the RMA when preparing or changing a district plan, a council must give effect to any Regional Policy Statement (**RPS**). The Requestor’s planning report identifies the RPS objectives and policies that are relevant to PC92 in section 9.6 of the AEE. These are outlined in **Table 6** below.

RPS section	Relevant sub-sections
B2 Urban growth and form	B2.2 Urban growth and form B2.3 A quality built environment B2.4 Residential growth B2.6 Rural and coastal towns and villages
B3 Infrastructure, transport and energy	B3.3 Transport
B6 Mana Whenua	B6.3 Recognising Mana Whenua values B6..5 Protection of Mana Whenua cultural heritage
B7 Natural Resources	B7.3 Freshwater systems
B9 Rural Environment	B9.4 Rural subdivision
B10 Environmental Risk	B10.2. Natural hazards and climate change

Table 6: Relevant provisions of the RPS in the Unitary Plan

Section 6.3 of the Request sets out an assessment of the relevant provisions of Chapter B2 (Urban growth and form) of the RPS and this is generally adopted for this assessment. At a high level, PC92 gives effect to a number of the key objectives and policies of the RPS. In particular, PC92 provides for:

- Containment of urbanisation within the Rural Urban Boundary (**RUB**) (B2.2.1(4));
- A compact urban form (B2.2.2(7));
- Residential intensification adjacent to centres, corridors and public transport facilities (B2.4.1(3));

- An increase in housing capacity (B2.4.1(4)); and
- Growth and development of existing rural or coastal towns (B2.6.1) is:
 - consistent with the local character (B2.6.1(d));
 - Provision of adequate infrastructure (B2.6.1(e)).

With regard to other sections of the RPS the Request adequately enables the following:

- Infrastructure planning and land use planning are integrated to service growth efficiently (B3.2.1(5));
- Transport infrastructure is planned, funded and staged to integrate with urban growth (B3.3.2(5)(a));
- Protection of areas of significant indigenous biodiversity values from subdivision and development (B7.2.1(1)); and
- Enhancement of some areas of degraded freshwater systems (B7.3.1(1)).

As discussed in the transportation effects section of this report, Mr Peak notes that the Request does not include an assessment under the transport section (Chapter B3) of the RPS. The relevant objective and policies are focussed on an effective, efficient and safe transport system that provides necessary transport infrastructure, manages the effects related to transport infrastructure and enables integration at the subdivision and development stage.

While I consider that the Request generally is consistent with these RPS provisions, the Requestor should provide further planning evidence on this aspect of the RPS.

PC92 seeks to rezone 17.1 ha of existing R-CSL zoned land to urban (R-LL). While this rezoning would remove a 'receiver' area for rural subdivision transfers it would be offset by the additional R-CSL land (adjoining the northern edge of the FUZ) and proposed to be rezoned from R-RP Zone to R-CSL Zone.

The rural subdivision provisions of the Unitary Plan are based around a system that incentivises the transfer of rural-residential development opportunities from the wider rural area into the R-CSL zone. This is made clear in the following policies of the RPS:

B9.4.2(3)

Provide for and encourage the transfer of the residential development potential of rural sites to Countryside Living zones to reduce the impact from in-situ subdivision on rural land...

B9.4.2(5)

Encourage the amalgamation and transfer of rural sites to the Countryside Living zone.

These policies are implemented through the District Plan section of the Unitary Plan (E39 – Subdivision Rural) through the Transferable Rural Site Subdivision system (**TRSS**). The TRSS mechanism involves a rural landowner (the 'donor' site) offering an environmental benefit such as protecting bush/wetland, planting bush, or amalgamating small sites on elite/prime land in exchange for creating a rural-residential title. The opportunity for a rural-

residential site can either be created in-situ or it can be transferred to an identified R-CSL zone. The R-CSL zone is the only 'receiver' area for transferable titles.

Under the TRSS mechanism anticipated by the AUP, the R-CSL zone in Wellsford is identified as a 'receiver' area for transferable titles from the wider rural area. The incentive to transfer development opportunities to the R-CSL zone is the prospect of being able to create lots in the R-CSL zone under 2 ha (being the minimum site size in the R-CSL zone). When using TRSS, the minimum site size is 8,000m², with a minimum average of 1 ha.

TRSS is designed to reduce lifestyle subdivision in the wider rural area and promote environmental benefits through a market mechanism where subdivision opportunities gained from farmers that provide an environmental benefit (e.g. bush/wetland protection) can be sold to R-CSL zone landowners (rather than subdividing in-situ).

The 17.1 ha of R-CSL zone in the south of the PCA that is proposed to be rezoned to R-LL could theoretically be a receiver area for around 16 titles. In order to transfer these titles, the environmental benefits required would be in the range of:

- 32 ha (minimum) to 170 ha of high-quality indigenous vegetation being permanently protected and subject to ongoing weed and pest management; or
- 8 ha (minimum) to around 70 ha of high-quality wetland being permanently protected and subject to ongoing weed and pest management; or
- 80 ha (minimum) to 160 ha of new native revegetation being planted, permanently protected, and subject to ongoing weed and pest management.

There are no similar environmental benefits proposed in PC92 for rezoning this R-CSL zoned land to the R-LL zone.

There are less 'receiver' areas than there are 'donor' opportunities, so the loss of 17.1 ha of R-CSL zoned land will reduce the receiver area further. This potentially undermines the TRSS system as without suitable 'receiver' areas, the environmental benefits in the 'donor' sites are less likely to occur.

However, PC92 also seeks to rezone around 11.9 ha of R-RP zoned land in the north of the PCA to R-CSL. This could be seen to 'offset' some of the proposed loss of CSL zoned 'receiver' area in the south of the PCA.

This new area gives effect to B9.4.2(4) of the RPS in providing for rural lifestyle development in appropriate locations. It is noted that the 11.9 ha of proposed CSL zoning in the north (adjacent to Boshier Road), was previously identified for 'Countryside Living' in the Wellsford Structure Plan (2000) and in the Wellsford Structure Plan incorporated into the legacy Rodney District Plan.

6.4. The Auckland Plan

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

The Auckland Plan, prepared under section 79 of the Local Government (Auckland Council) Act 2009 is a relevant strategy document that council should have regard to in the preparation of PC92.

The Auckland Plan 2050 is the council's spatial plan, as required under the Local Government (Auckland Council) Act 2009. However, it is noted that the plan's 30-year high level development strategy for the region has now been replaced by the FDS.

There are still relevant parts of the Auckland Plan 2050 for PC92. The plan is set out under six outcomes, each with a series of directions and focus areas. The outcomes particularly relevant to PC92 are Homes and Places, Transport and Access, and Environment and cultural heritage.

The Auckland Plan identifies Wellsford as a rural town but does not identify any specific growth objectives or outcomes with the emphasis being on the significant growth planned for Warkworth.

Key focus areas relevant to the consideration of PC92 are promoting walking and cycling; restoration of environments as areas are urbanised; and the timely coordination and implementation of infrastructure. There are precinct provisions proposed in PC92 that would assist in providing those connections as well as restoring and enhancing existing streams and wetlands within the PCA.

While the Auckland Plan is somewhat silent on the issue of growth at Wellsford, it is my conclusion that the Request is not inconsistent with this plan. In particular it is noted that the Request supports a quality compact urban form through the provision for lower density housing consistent with the existing residential character of Wellsford and limited medium density housing enabled around a proposed neighbourhood centre zoning.

The PCA will not directly adjoin the Wellsford town centre and the Requestor has endeavoured to address this through the identification of walking and cycling paths in the proposed precinct and towards the town centre and schools. Given that no significant increase in public transport is proposed for Wellsford and that this rural town is likely to be car-dependent in the near future, these initiatives are not inconsistent with the transport and access outcomes of the Auckland Plan 2050.

7. Any relevant management plans and strategies prepared under any other Act

The plans and strategies identified below are relevant to the assessment of PC92.

Draft Regional Land Transport Plan 2024-2034 (RLTP)

In the RLTP State Highway Improvements projects are a relatively low regional priority. Expanding road capacity generally does not align to the strategic focus on improving network capacity through public transport - although there is a stronger case for this type of investment outside of the urban area where public transport will not provide a feasible alternative for most trips. However, the Warkworth to Wellsford motorway project is

identified as a Road of National Significance and recognised to be a priority for funding at the national level.

The Warkworth to Wellsford project has completed the investigation phase and the designation was confirmed in late 2023. It will now move to delivery in this RLTP period. This project will be a new four-lane state highway, offline from the existing SH1.

There are no specific public transport or active mode improvement projects focussed on Wellsford in the RLTP.

The Request, therefore is assessed as being not inconsistent with this strategy.

Rodney Local Board Plan 2023 (RLBP)

The RLBP endeavours to deliver the plan outcomes for key parks such as Wellsford Centennial Park. It also advocates to central government and the Governing Body for an increased economic development focus for Wellsford to enhance household prosperity for residents.

The RLBP supports Watercare's plans to make the drinking water supplies more resilient for areas such as Wellsford and as such the Request is assessed as being generally consistent with the key outcomes.

Adapt and thrive: Building a climate-resilient New Zealand – New Zealand's first national adaptation plan

The relevant section of this planning instrument is the section: Driving climate-resilient development in the right locations. The Plan directs decision maker to choose to direct development away from areas that are susceptible to extreme hazards such as sea-level rise, flooding, coastal inundation and wildfire. It advocates the use of the FDS process to identify hazards area where development should not be enabled.

In this case, no areas of the PCA are subject to significant flood hazards. While the FDS identifies 'red flag' areas of FUZ that should be removed (due to hazards) and the FDS has confirmed the FUZ zoning for the PCA in Wellsford.

National Emissions Reduction Plan June 2022

The most relevant chapter of this Planning instrument is Chapter 7 - Planning and Infrastructure which endeavours to achieve the following:

- Improve the resource management system to promote greenhouse gas emissions reductions and climate resilience.
- Support emissions reductions and climate resilience via policy, guidelines, direction and partnerships on housing and urban development.
- Identify ways to support the private sector to deliver low-emissions development.
- Address infrastructure funding and financing challenges so we can develop low-emissions urban environments and use infrastructure efficiently.

While the Request will still require frequent use of motor vehicles it does include enable potential options for walking and cycling and the Council review has included a number of amendments to improve active mode options.

The Request will involve and increase in Vehicle Kilometres Travelled (VKT) and given the distance from Auckland and other employment based centres. As discussed in the transportation assessment it is assessed that a reduction in VKT for small rural communities will not be easily achievable as these communities, by their design and composition, are unlikely to be able to provide or sustain an integrated public transport system either in the expected zoning sequencing in the FDS or the longer term.

Transport Emissions Reduction Pathway (TERP)

The TERP is intended to give effect to Auckland's Climate Plan target to halve Auckland's regional emissions by 2030 (against a 2016 baseline).

As discussed above, the land is zoned FUZ and has been previously identified for future urban development. The Request includes options for walking and cycling and the Council review has included a number of amendments to improve active mode options.

It is recommended that the Requestor (in evidence or at the hearing) provide further assessment of PC92 against the TERP.

Future Development Strategy (FDS)

Auckland Council (and every Tier 1 and 2 local authority) is required to prepare a Future Development Strategy (**FDS**) under 3.12 of the NPS-UD. The purpose of a FDS in the NPS-UD is:

- (1) *The purpose of an FDS is:*
 - (a) *to promote long-term strategic planning by setting out how a local authority intends to:*
 - (i) *achieve well-functioning urban environments in its existing and future urban areas; and*
 - (ii) *provide at least sufficient development capacity, as required by clauses 3.2 and 3.3, over the next 30 years to meet expected demand; and*
 - (iii) *assist the integration of planning decisions under the Act with infrastructure planning and funding decisions.*

The FDS was adopted by the Council in November 2023 and replaces the FULSS and the Auckland Plan Development Strategy with regards to the nature and timing of future urban development in the Auckland region. It changes the timeframes for developing greenfield areas to over 30 years or longer in some areas so that investments in essential infrastructure can keep pace with growth. This is so that new communities can have good access to jobs, services, and amenities, while reducing congestion, greenhouse gas emissions, and transport costs.

While some greenfield areas zoned FUZ are to be removed under the FDS (due to hazards), the strategy confirms the FUZ zoning on the PC92 land.

The FDS also shifts the priority of Wellsford being infrastructure ready out to 2030+ on the basis that necessary upgrades to the Wellsford Water Treatment Plant and Wastewater Treatment Plant need to occur first. As the Requestor has a Heads of Agreement in place with Watercare including the basis for a funding agreement for the provision of the above wastewater and water supply upgrades, it can be argued that the timing limitations in the FDS with regard to the urbanisation of Wellsford have been addressed and this Request can proceed as an unanticipated or out-of-sequence development as outlined in section 3.18 of the NPS-UD.

It is recommended that the Requestor (in evidence or at the hearing) provide further assessment of PC92 against the FDS.

8. Rodney Local Board

PC92 was discussed in an item to the Rodney Local Board meeting on 20 March 2024.

The Local Board are generally supportive of the Request but have highlighted a number of areas where they express concerns or suggested recommended amendments to the Request. The resolution from the Rodney Local Board meeting is below.

That the Rodney Local Board:

- a) whakarite / provide the following local board views on private plan change 92 by the Wellsford Welding Club Limited for approximately 72 hectares of land in the northeastern edge of Wellsford:
 - i) support the plan to provide additional housing in Wellsford, particularly as the location of this proposed development is near to the town centre allowing access to essential services for future residents (schools, shops, and medical centre, etc.) within walking distance
 - ii) note the development will have economic benefits for local businesses
 - iii) request the development is timed so it does not put unmanageable pressure on the existing Wellsford wastewater and water treatment plants, which currently experience issues during seasonal peak demands or weather events therefore, the timing of upgrades to water plants needs to be considered
 - iv) request that complete integrated stormwater planning for all drainage sub-catchments be completed before any development occurs
 - v) express concern regarding increased traffic at the intersection of Batten Street and Rodney Street due to the current level of visibility at that intersection
 - vi) support the location of the new access road onto Rodney Street (State Highway 1), however:

- vii) request the new access lot does not impact high traffic flows or increase the risk of closures due to accidents, as this is the current main arterial route connecting Whangārei and Auckland
- viii) suggest the T-intersection option includes a south bound left turning lane to not impede the flow of southbound traffic or alternatively, suggest the roundabout option provides a more appropriate and safer alternative considering that residents of the adjacent housing in the area may choose this route due to its better sight lines when trying to exit onto Rodney Street
- ix) support the development providing walking and cycling routes in line with the Wellsford Greenways Plan
- x) suggest the 'dedicated cycle path' along the railway line is instead a shared pedestrian and cycle path as this will make this path more versatile for pedestrian connections to the town centre and for fitness use
- xi) support requesting access / easement in order to create a pedestrian and cycle connection to Matheson Road to improve connectivity to the existing town
- xii) support the proposed village centre, and playgrounds for children and young people
- xiii) support the proposed landscape buffers along State Highway 1 and open spaces within the ecological areas
- xiv) recommend including a landscape buffer along the railway line as well as proposed Greenways paths
- xv) express concern that an increase in impervious areas may cause flow on effects to surrounding properties as the development is subject to overland flow paths and flood plains and given the severity of storm events early last year and modern developments with modern mitigation methods were affected by flood waters
- xvi) support the secondary road widths which include a six-metre carriageway as this will enable emergency vehicle access
- xvii) support the proposed mixed housing model to offer a variety of options for buyers and future residents
- xviii) request that off street parking/garaging is provided for proposed housing understanding that increasing walking, cycling and public transport use are ultimate goals, the realities are that residents will also use vehicles to commute for employment, recreation and other services and the provision of off-street parking within each property boundary also enables safe plug-in vehicle charging
- xix) express concern that the development area includes regenerating native forest and freshwater systems with high ecological values
- xx) express concern that there is already insufficient council and central government funding for the infrastructure required for live-zoned greenfield areas in Auckland, and out-of-sequence development will only worsen this funding gap and ultimately result in overcrowded schools, parks with no facilities, traffic congestion, and temporary waste and water solutions therefore council need to

ensure that there is a planned approach to delivering infrastructure as detailed in the Future Development Strategy, not ad hoc developments that ultimately lead to urban sprawl and poor outcomes

- xxi) express concern that council does not have the funding to purchase park or reserve land in live-zoned developments, and this problem will only worsen if out-of-sequence developments are consented.
- b) kopou / appoint a Member M Carmichael to speak to the local board views at a hearing on private plan change 92
- c) tautapa / delegate authority to the chairperson of the Rodney Local Board to make a replacement appointment in the event the local board member appointed in resolution (b) is unable to attend the private plan change hearing.

9. Notification and Submissions

9.1. Notification details

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

Date of public notification for submissions	14 September 2023
Closing date for submissions	12 October 2023
Number of submissions received	50
Date of public notification for further submissions	16 November 2023
Closing date for further submissions	30 November 2023
Errata to Summary of Decisions Requested	30 November 2023
Further submissions period extension date	14 December 2023
Number of further submissions received	5

No late submissions were received.

Copies of the submissions are provided as **Appendix 5** to this report.

9.2. Analysis of submission and further submissions

The following sections address the submissions received on PC92. It discusses the relief sought in the submissions and makes recommendations to the Hearing Commissioners

Submissions that address the same issues and seek the same relief have been considered together in this report under the theme headings that follow. Most of these themes relate to previous analysis undertaken in effects and statutory assessment sections of this report.

Some institutional/infrastructure submissions relating to specific matters (e.g. Waka Kotahi, Kiwi Rail, Auckland Transport, and Kainga Ora) have been addressed individually.

Further submissions have generally not been directly addressed unless containing pertinent new information – recommendations are made in accordance with the recommendation on the primary submission.

Issue: Submissions supporting PC92 in its entirety

There were three submissions that sought the Request to be approved as notified (i.e. without amendment).

Discussion

These submitters sought that the Request be approved as notified. It is recommended that these submissions be accepted in part on the basis that the recommendation of this report is that the Request be approved with amendments.

Recommendation

That these submissions **be accepted in part.**

Issue: Submissions opposing PC92 in its entirety

Four submissions sought that the Request be declined as notified.

Discussion

The submissions seeking that the entire plan change be declined are mainly focussed on traffic effects. Submissions (2) and (5) refer to the potential adverse effects of traffic congestion on SH1, especially if the Warkworth to Wellsford motorway project does not proceed.

The ITA has undertaken assessment of the operation of key intersections that provide access to the PCA and the modelling does not indicate any operational issues for SH1. The modelling is considered robust as it assumes that the Warkworth to Wellsford Motorway has not been constructed. It has also been assessed on traffic volumes based on 1,000 dwellings, whereas the Requestor anticipates a yield of around 650 to 800 dwellings. Should the motorway be constructed, this would reduce the traffic volume along SH1 through the centre of Wellsford.

Submission 3 seeks the entire plan change be declined based on the adverse effects of additional traffic on Monowai Street. It has been assessed in the ITA and reconfirmed in the review by the Council that while the carriage way may be narrow the traffic volumes expected should not result in significant operational or safety issues. Monowai Road is also not intended as the main access to the PCA, with the SH1/collector road intersection in the north providing the key access.

Recommendation

That these submissions **be rejected.**

Issue: Traffic and Transportation Issues

Use of Monowai Street and Batten Street as access (including construction traffic)

There were six submission points on this issue (including to those seeking the Request be declined as notified based on this issue).

Discussion

Access to Plan Change Area

Various submitters raised concerns about the use of Monowai Street to access the PCA due to the narrow nature of these streets and the effect on the safety of residents.

Forecast traffic volumes on Batten Street adjacent to SH1 in 2031 are forecast to be in the order of 200 vehicles per hour. The traffic engineer for the Council, Mr Peake, has assessed that there is sufficient capacity on this street to accommodate this volume of traffic (3 vehicles per minute). It is accepted that this is a significant increase from the existing traffic volumes (65 and 47 vehicles per hour in the AM and PM peaks respectively). The narrow nature of the road and parking on the street will act to moderate traffic speeds and act as pseudo traffic calming. Mr Peake acknowledges the concerns raised but considers that for day to day operation the additional traffic should not result in significant operational or safety issues.

Some submitters have suggested using alternative routes to access the site such as Armitage Road or Boshier Road (submission point 4.3) or providing access via the SH1 intersection (submission point 18.2). As discussed by Mr Peake, and with regards to Armitage Road, there is no frontage to the PCA from this road and therefore access from this location is not considered to be possible. The land proposed to be accessed from Monowai Street will also be accessible via the proposed SH1 / collector road intersection once the roading network connects all the way through; the SH1 access is to be designed as the main access. This would provide adequate alternatives to using Monowai Street.

Use for construction traffic

Submissions raised concerns over the use of heavy vehicles using Monowai Street and Batten Street as a construction route. This is in relation to safety and the operation of the street where heavy vehicles may have difficulty passing parked cars.

The ITA does not provide details of the anticipated traffic volumes of construction vehicles or timeframes for construction for land that would be accessed from Monowai Street. This level of detail would not be available until resource consent stage. Accordingly, the concern is acknowledged. The management of construction traffic will usually occur through a Construction Traffic Management Plan that would be required as part of a resource consent.

Given the constraints of the road, it is assessed that the Requestor should provide details either in evidence or at the hearing as to how construction could be achieved safely via Monowai Street or by other means, and if necessary, provide appropriate standards in the precinct to control this activity.

Recommendation

That these submissions **be accepted in part**.

Issue: Traffic Congestion on SH1 at school drop-off and pick-up times

Submissions 5.1 and 5.2 are concerned about congestion on SH1 at school drop off and pick up times.

Discussion

The Requestor is proposing to provide a walking and cycling facility along SH1 between the main collector road access in the north and the Tobruk Road underpass. This is to provide a safe walking and cycling connection to Wellsford College. The Requestor has stated that this would also be used to provide walking and cycling access to Wellsford Primary School. However, as Council's traffic engineer Mr Peake has noted in his assessment, this is not an attractive route due to its long and indirect route. It is likely to be a deterrent to caregivers to use this route to walk to Wellsford Primary School. Mr Peake has recommended that a pedestrian crossing be provided across SH1 between the main collector road access and School Road (potentially close to the future roundabout) and this is set out in the suggested amendments to the precinct provisions. Subject to the provision of this crossing (as included in the recommended precinct provisions in **Appendix 4**), he considers that the combined measures of the crossing and the walking and cycling facility along SH1 would provide suitable alternatives to driving to the college and primary school. This should minimise congestion on SH1 at school peak periods with respect to the PCA.

Recommendation

That this submission **be accepted in part**.

Issue: Relocate Neighbourhood Centre closer to SH1

One submission point (submission 20.2) has requested that the proposed Neighbourhood Centre zone be relocated closer to SH1 so that it could service a wider catchment, including motorists along SH1.

Discussion

As set out by the Requestor, the proposed location in the Neighbourhood Centre is positioned to enhance accessibility for the whole of the PCA, particularly by active modes. It is considered that locating it closer to SH1 would reduce the attractiveness to walk to the centre. This could result in residents using private vehicles to travel short distances from parts of the PCA.

Council's urban design specialist, Mr Demiralp, also raised questions regarding the steepness of the land to contain the neighbourhood centre and has suggested that it could, in fact, be move further east to flatter land.

Therefore, the relocation of the Neighbourhood Centre to the west is not supported by the Council and if moved, it should towards the east rather than west towards SH1. In any event the Requestor has been requested to provide further assessment and analysis for the proposed location of the neighbourhood centre.

Recommendation

That this submission **be rejected**

Issue: Structure Planning for Wellsford should be wider and more comprehensive

A number of submissions sought that a structure planning exercise for Wellsford should encompass the entire urban zoned and FUZ zoned parts of Wellsford rather than being limited to the area subject to the Request.

Discussion

It is accepted that a more comprehensive Wellsford-wide structure plan could be a more resilient exercise. However, it is worth noting that the Wellsford Structure Plan (2000) covers the entire area of Wellsford. While this is a legacy document from the Rodney District Council, there has been little change in growth projections or land identification for future urban development since 2000. Therefore, in my view this document remains relevant.

At a high level, this structure plan identifies future industrial development in future urban areas in the south of Wellsford and residential development expansion areas mainly in the north. The majority of the PCA is identified as 'Future Urban' with the Wellsford Structure Plan's Spatial Strategy indicating it as "Long term future urban/residential."

In addition, the Wellsford North Structure Plan submitted by the Requestor and the scope of the plan change is considered sufficient to establish a functioning precinct as this precinct largely focuses on providing additional residential options in a more localised context. The site location presents itself as a logical location for the town expansion to the north. In my opinion, this precinct proposal could be utilised and blended in with the future urban form of Wellsford. While I acknowledge that there is additional FUZ land on the western side of SH1, these are sufficiently separated to justify separate structure planning exercises from the PCA on the eastern side.

It is noted that there is no direction or guidance as to how wide a structure planning exercise needs to be in Chapter B2 of the RPS. For example, B2.6.2(3) states:

Enable the establishment of new or significant expansions of existing rural and coastal towns and villages through the structure planning

and plan change processes in accordance with Appendix 1 Structure plan guidelines.

However, it does not direct whether such an exercise should be encompassing of the entire community. I have reviewed the Structure Plan guidelines in the Unitary Plan and I have not identified any specific direction with regard to the scope of structure planning processes. Section 1.2 of the guideline recognises the identification of greenfield areas and refers to “*establishing new or significantly expanding existing rural and coastal towns and villages*”. It goes on to state:

Structure plans guide future development and redevelopment. The level of analysis required needs to be appropriate to the type and scale of development.

In my view, the Wellsford Structure Plan (2000) is still relevant and sets a direction that the PCA will be largely residential in the future. The Wellsford North Structure Plan of the Requestor provides more details on how this residential land use could be laid out. While the Wellsford North Structure Plan is limited to the area sought to be rezoned in the Request, it has provided a level of analysis that is appropriate to the type and scale of development.

Issue: Need for further growth

A relatively large number of submissions (16 submissions) support the Request based on the need to provide for growth in Wellsford.

These submissions also generally support the proposed zoning to R-SH Zone for the majority of the PCA and the inclusion of a precinct provision to allow lot sizes to 300m². These submissions also support the proposed neighbourhood centre with a R-MHS Zone immediately around the neighbourhood centre.

Some of these submissions raise concerns that Wellsford may suffer economically if the proposed Warkworth to Wellsford motorway extension bypasses Wellsford (albeit with interchanges at Wayby Valley Road and Mangawhai Road) whereas other see the opportunity for growth with a bypass allowing urban development free of the congestion caused by SH1 running through the middle of the town.

Discussion

For the reasons set out in this report, Council officers recognise that the area has been identified for urban growth and the preconditions for this can be met (subject to amendments) and that there is need and desire to provide for further and co-ordinated residential (and limited business) growth in Wellsford.

Recommendation

That the above submissions **be accepted**.

Issue: Open space network

A number of submissions refer to the proposed zoning plan in PC92 showing no open space or reserve networks, therefore leaving the provision of these areas to resource consent application stage.

Discussion

It is the Council's open space policy to not specifically zone or acquire public open space areas as part of a plan change process. This process is left to the subdivision and development stage and is subject to a number of open space criteria which include the community's need for different forms of public open space (from passive to active forms), the existing provision of open space within a community, and other budgetary matters.

That said, the Request and subsequent assessment has identified areas where acquisition of public open space may be desirable when open space assessments are undertaken at the subdivision and development stage and these assessments and recommendations can be taken into account at that stage.

Recommendation

That these submissions **be rejected**.

Issue: Include Infrastructure Triggers and the Adequacy of Infrastructure to service the PCA

A number of submissions opposing the Request refer to the inadequacy of existing infrastructure (especially water supply and wastewater). The submission by Warehine Group limited has requested that the infrastructure triggers included in the FDS should be included into the precinct.

Discussion

The FDS includes two infrastructure prerequisites for Wellsford. These are key bulk infrastructure projects to support development readiness and are not an exhaustive list.

- Wellsford Wastewater Treatment Plant upgrade
- Wellsford Water Treatment Plant upgrade

The Request includes a Heads of Agreement between Watercare and the Requestor to work together to enable an upgrade of the wastewater treatment plant to allow up to 200 dwellings of the proposed development to be connected. There is also agreement to a cost sharing arrangement for servicing the first stage of the development of this proposed Plan

Change. This report recommends that the precinct objectives be amended (Objective 5 and Policy 7) to state:

- (5) Avoid subdivision and development does not occur in advance of the availability of wastewater, water supply, and operational transport infrastructure.
- (7) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure and avoid subdivision and development until adequate wastewater and water supply infrastructure is in place.

Standard IX.6.3 for Wastewater and Water supply now provides:

- (1) Prior to the issue of a certificate of title pursuant to s224(c) of the RMA for subdivision, all lots must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.
- (2) Prior to occupation, all buildings must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.

In my view, the precinct provisions adequately require the provision of adequate infrastructure and already include sufficient trigger and prerequisites for their provision prior to subdivision and development commencing. Therefore the triggers requested in the submission are not necessary.

Recommendation

That these submissions **be rejected**

Issue: Retain the Grove of Totara trees

A number of submissions refer to the existing grove of totara trees in the southern part of the PCA and seek that these be identified on the precinct plan and be protected.

Discussion

The retention of these trees forms part of the Request and has been recognised in the precinct provisions. For clarity, the Totara grove is recommended to be shown on the precinct plan (see **Appendix 4**). It is understood that the omission of the trees on the precinct was an error by the Requestor and will be addressed in the hearings evidence of the Requestor.

Recommendation

That these submissions **be accepted.**

Issue: More detail on walking and cycling options

A number of submissions support the provision of cycling and walking options within the PCA but seek further detail on their location and connection to existing urban areas in Wellsford. Several submission sought further detail or an extension of the walkway/cycleway along that SH1 frontage of the PCA and its potential connectivity to the Wellsford town centre.

Discussion

Council's traffic engineer, Mr Peake, has recommended that this connection is vital for the safe and effective connectivity between the PCA and Wellsford town centre and has recommended that the Request include its extension towards the town centre (to join the existing footpath network on the eastern side of SH1 at the walkway to Kelgary Place). The amendments to the precinct are shown in **Appendix 4**.

Recommendation

That the submissions seeking further information on walking and cycling options within the PCA and their connectivity to the town centre **be accepted in part**.

Issue: Wellsford Welding Club submission

The Wellsford Welding Club is the Requestor of PC92. They have lodged a submission (#35) on their own plan change, as since notification they picked up a number of minor errors throughout the proposed Wellsford North Precinct. The submission proposes to correct these errors, better align the precinct with the Unitary Plan precincts template, and clarify the provisions.

Discussion

The Requestor's submission includes a number of amendments to the precinct provisions and these are largely to correct minor reference and typology errors. These amendments are not substantive and are necessary to correct the precinct.

Recommendation

That the submission of the Wellsford Welding Club **be accepted**. All the amendments to the precinct are shown in the Wellsford Welding Club submission (#35) in **Appendix 4**. It is noted that the recommended amendments by Council officers to the precinct provisions in **Appendix 4** have used this version of the precinct.

Issue: Waka Kotahi (NZ Transport Agency) submission

The submission from Waka Kotahi (#36) has 13 submission points. Overall, it is neutral on the Request, but raises a number of issues including amendments to the precinct provisions.

Discussion

Submission point 36.4 requests that an assessment of the Transport Emissions Reduction Pathway (TERP) should be provided as this is a mandatory requirement under Section 74 of the RMA. It also notes that there is no reference to reductions in Vehicle Kilometres Travelled (VKT) in the ITA. Council's traffic engineer Mr Peake has raised concerns on this matter and agrees that the Requestor should either in evidence or at the hearing provide an assessment of the Request in relation to the TERP, including how the Request seeks to reduce VKT. However, I am of the view that any consideration of these matters also needs to be tempered by the fact that the Council has already zoned the land FUZ, signalling that the area is suitable for urban development and will eventually be urbanised.

Submission point 36.5 identifies that the FDS has now been approved by Auckland Council and that an assessment of the Request against the FDS should be provided. I concur with this request and recommend that the Requestor should either in evidence or at the hearing provide an assessment of the Request in relation to the FDS. However, in terms of emissions reduction and efficiency, it is noted that the FDS has not recommended a review around the retention of the FUZ zoning that applies to the PCA (although the timing of development is pushed further out into the future).

Submission point 36.6 requests that the walking and cycling facility be provided along SH1 prior to any subdivision or development. Mr Peake concurs with this request and has provided a recommended amendment to the precinct provisions to this effect.

Submission point 36.7 does not support the staged upgrade of the SH1/main collector road intersection. Rather than an interim right turn bay arrangement, Waka Kotahi considers that a roundabout should be constructed from the outset. It is noted that Waka Kotahi is the road controlling authority for SH1 and therefore any access arrangement would require its approval. Notwithstanding, Mr Peake concurs with this submission and has recommended that the intersection be constructed as a roundabout and I agree with this recommendation.

Submission point 36.8 requests that an assessment of the SH1 / Boshier Road intersection is undertaken if Boshier Road properties are to have access to the PCA and its internal roads. Mr Peake notes that the Boshier Road properties are proposed to be zoned Rural – Countryside Living and the precinct plan does not include any roading connections to this area of land, which sits outside the precinct. Mr Peake recommends that the Requestor provide further assessment of these properties in relation to access and transport effects. I agree with this recommendation and cannot support the R-CSL zoning at Boshier Road while this matter is outstanding.

Submission point 36.9 requests that an assessment is undertaken of the traffic effects without the Warkworth to Wellsford Motorway. Mr Peake notes that ITA undertaken has been based on assumption without the motorway and therefore no further assessment is considered to be required.

Submission point 36.10 requests that designs be developed that show how walking and cycling facilities at SH1/main collector road site access intersection would be provided. Mr Peake does not consider that this level of detail is required for the Request. However, he has recommended that a pedestrian crossing be provided across SH1 to provide an appropriate walking connection to Wellsford Primary School and the northwestern side of Wellsford.

Waka Kotahi also seeks that a noise attenuation overlay (NAO) similar to the one proposed by Kiwirail for the NAL rail corridor also apply to the boundary with SH1 to a distance of 50m. As discussed in the noise and vibration effects section of this report, Council's noise specialist Mr Gordon supports this relief and recommends additional changes to precinct provisions.

Recommendation

That submission 36 and its various submissions points **be accepted in part**.

Issue: Auckland Transport submission

The Auckland Transport submission has 30 submission points. The submission from Auckland Transport (#37) is opposed to the Request unless issues raised in their submission are addressed.

Discussion

Submission 37.2 requests that the Request be assessed against the NPS-UD and the RPS and relevant objectives and policies relevant to public transport and transport choice. As noted earlier in this report, I agree that further consideration of the Request against these documents would be helpful.

Submission point 37.5 requests that the Request be modified to remove the proposed new R-CSL Zone (to the north of the FUZ) and to contain the Request to within the FUZ area as the inclusion of this land makes it difficult to construct roads across streams. It has already been noted that the precinct plan does not show any roading connection to the Countryside Living zone. Council's traffic engineer, Mr Peake has also recommended further assessment of the traffic effects on this zone and I agree with these suggested changes.

A number of submission points relate to Auckland Transport's support for various elements of the Precinct Provisions. I acknowledge the submitter's support and subject to my recommendations agree with their retention.

Submission point 37.11 seeks that 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. This submission supports the Kiwi Rail approach and seeks similar protection be provided to sensitive activities adjacent to the arterial road (SH1) to protect people's health and amenity while they are indoors. As discussed in the noise and vibration section,

this approach (also sought by Waka Kotahi) is supported by Council officers and a new standard (and supporting objective, policy and assessment criteria etc.) has been recommended (see **Appendix 4**).

Submission point 37.16 requests an amendment to IX6.1 to ensure that the Standard refers to subdivision as well as development. This amendment is supported by Mr Peake in his assessment (see **Appendix 4**).

Submission point 37.17 requests that the SH1/collector road intersection be constructed in its ultimate form as a roundabout rather than as an interim intersection. This is also supported by Waka Kotahi and Mr Peake has provided a similar recommendation and this recommendation is supported (see **Appendix 4**).

Submission point 37.18 requests that the walking and cycling connection along SH1 be included in Table IX.6.1.1. This is also supported by Waka Kotahi and Mr Peake has provided a similar recommendation and this recommendation is supported.

Submission points 37.21 and 37.25 request that the Matters of Discretion IX8.1(3)(a) and Assessment Criteria IX8.2(3)(b) be amended to include Policy IX.3(4) as this relates specifically to the Precinct Appendix 1: Road Function and Design Elements Table. Mr Peake agrees with this amendment as it clarifies the matters to be considered and provides a direct reference to Appendix 1 of the Precinct.

Submission point 37.22 requests an amendment to Assessment Criteria IX8.2(1)(a)(iii) to require the assessment to refer to roads extending to the adjacent boundary of FUZ land. Mr Peake supports this amendment as this would ensure that the development is designed in such a way that roads can be extended in the future to the FUZ land and provide a connected network (see **Appendix 4**).

Submission point 37.23 requests an amendment to Assessment Criteria IX8.2(1)(e) to make it clear that the walking and cycling facility along SH1 is to be provided rather than just 'enabled'. Mr Peake supports the amendment to provide certainty over the provision of the walking and cycling connection along SH1 (see **Appendix 4**).

Submission point 37.24 supports the retention of Assessment Criteria regarding the location of roads and other transport connections in IX8.2 (1)(a) –(d), (i), subject to amendments sought in other submissions. Mr Peake also supports this submission point and this criteria has been retained in the precinct provisions.

Submission point 37.27 requests that the labelling of the indicative cycling facility alongside the railway line be amended to make it clear that this facility is not proposed to be provided by the Requestor. Mr Peake and Mr Demiralp both support such an amendment.

Submission point 37.28 requests that additional local roads be shown on Precinct Plan 1 to be consistent with the Structure Plan, particularly where these roads would extend to the land north of the PCA. It is noted that the road network will need to be developed in general accordance with the precinct plan. Accordingly, to assist developers, including developers

of land to the north, it is considered appropriate that additional local roads be included on Precinct Plan 1 where they connect to adjacent FUZ land (see **Appendix 4**).

Submission point 37.29 requests that Appendix 1: Road Function and Design Elements Table is amended to include for the urbanisation of State Highway 1 along the site frontage, including the provision of the walking and cycling connection. Mr Peake concurs with this request and has provided a recommended amendment in this regard (see **Appendix 4**).

Submission point 37.30 requests the removal of Precinct Appendix 2 as it is considered that the roundabout should be constructed in the first instance; if this is not accepted, then the precinct provisions should ensure land is protected for the future upgrade to a roundabout. Mr Peake supports deleting of Appendix 2 of the Precinct as it is his view that the intersection should be constructed as a roundabout from the start. This renders Appendix 2 of the Precinct unnecessary.

Recommendation

Most of the matters raised by AT have been addressed in Mr Peake's assessment (and to a lesser extent Mr Demiralp's assessment) and are supported by him. This includes a number of amendments to the precinct provisions to give effect to the relief sought by this submitter. On this basis it is recommended that submission 37 **be accepted in part**.

Issue: Ministry of Education submission

The Ministry of Education's submission, seeks further clarification regarding the provision of safe walking and cycling infrastructure.

Discussion

Council's traffic engineer, Mr Peake, considers that the proposed walking and cycling facility along SH1 to the Tobruk Road underpass will provide a safe facility for access to Wellsford College. In relation to a connection to Wellsford Primary School, he has recommended that a pedestrian crossing be provided across SH1 between the proposed SH1/main collector road intersection and the School Road intersection. It is considered that this would provide a more direct and convenient route for caregivers and students to walk to Wellsford Primary School.

Recommendation

The submission 39.3 **be accepted in part**.

Issue: Kiwi Rail submission

Kiwi Rail operates the North Auckland Line (NAL) and states that its primary use at present is the movement of freight north of Auckland (including North Port in Whangarei).

Kiwi Rail's submission (#40) seeks that the precinct provisions acknowledge the presence of the NAL along its eastern border and 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.

Discussion

This matter has been addressed in the noise and vibration section of this report and I support the approach taken by Kiwi Rail in their submission to extend the Noise Attenuation Overlay to 100m and to specifically reference potential adverse vibration effects.

Recommendation

That submission 40 by Kiwi Rail **be accepted**.

Issue: Kainga Ora – Homes and Communities submission

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.

Kāinga Ora's submission (#48) supports PC92 but seeks a number of amendments that are more enabling of development density and intensity in order to be consistent with the NPS-UD. In essence, Kāinga Ora seeks that the Requested residential zones be deleted and replaced by the R-MHU Zone which includes MDRS. It also seeks the removal of the Landscape Buffer strip along the SH1 road frontage, the Rail corridor noise attenuation overlay and provisions relating to the use of inert building materials.

Whilst Kāinga Ora supports the provision of a Neighbourhood Centre within PC92, it seeks further justification for the centre's location, size and shape.

Discussion

The issue of density and intensity has been thoroughly assessed and discussed with the Requestor leading up to notification as part of the Clause 23, 24 and 25 process. The earlier higher-density provisions were amended with the R-SH Zone during this process, but the proposed precinct will also allow for more compact sites down to 300m² to allow greater density.

Considering the structure plan area location, existing character and intensity, the distance to the Wellsford town centre and the constraints of the site (such as the challenging topography and geology of the PCA), I am still of the opinion that the R-MHU Zone is not a suitable zoning for this site. Similarly, it is my view that the R-SH Zone is more reflective of the existing residential character of Wellsford (i.e. single dwellings with generous front yard setbacks) and the additional intensity allowed through the precinct provisions uses greenfield growth land efficiently and is appropriate to achieving the outcomes of the NPS-UD.

Added to this is the fact the Wellsford has been excluded from a requirement to intensify under PC78 due it being a small rural settlement with a population under 5,000.

With regard to the Landscape buffer, Council's landscape specialist Ms Absolum points out that the buffer has multiple purposes identified in the Neighbourhood Design Statement as follows:

- amenity, privacy and mitigation of noise effects from SH1;
- visual relief and set back of future development when viewed from SH1;
- containment of the site against the SH1 spur when viewed from the eastern faces;
- absorption of some of the steeper slopes in planting; and
- a gateway to Wellsford when approaching from the north.

In Ms Absolum's opinion a planted mound would achieve all these roles, successfully. That said, it is accepted that the creation of the buffer will result in the separation of development in the PCA from the rest of Wellsford, and in my opinion this is inevitable, to some extent. However, I am of the view that the benefits that the buffer offers to new residents of the PCA and the visual benefits to the wider area, outweigh the segregation effects referred to by Kainga Ora in their submission.

Therefore, for the reasons set out in the landscape and urban design assessments, the SH1 landscape buffer is recommended to be maintained.

In relation to Kainga Ora's submission that the all standards around noise restriction be removed from the precinct, I do not agree. For the reasons set out in the noise and vibration assessment, the noise attenuation overlay should apply (and be extended to 100m) adjoining the NAL and a new NAO to 50m should be applied to the SH1 road frontage.

Recommendation

That submission 48 by Kainga Ora **be rejected**

Issue: Elper Holdings Limited submission

Elper Holdings Limited owns land at 9 and 11, 33 and 79 Worker Road and 226 School Road, Wellsford. The Elper Site is zoned a mix of R-CSL, FUZ, and R-SH. Elper Holdings Limited state that they are in the process of preparing a private plan change to rezone their land to a mix of R-SH and R-LL. Elper Holdings Limited opposes PC92.

Discussion

Submission point 38.2 raises a concern that the dwelling yield in the s32 report differs to the yield in the Structure Plan. Firstly, it is useful to note that it is impossible to be exact when calculating the potential yield of zones such as the R-MHS as no specific density

provisions apply – the density is a result of what designs and layouts are approved. The 650-800 dwelling figure is just an indication and it acknowledged that the final build-out could result in a higher or lower number of dwellings.

It is also noted that the Structure Plan covers a larger area than the PCA which forms the Request and it is understood that this accounts for the differences in yield between the Precinct and the Structure Plan. Nevertheless, the ITA assessment of traffic effects is based on 1,000 dwellings, whereas the s32 report anticipates that the yield from the PCA would be 650 to 800 dwellings. Therefore, the ITA is considered robust by having used the higher number of dwellings.

Submission point 38.7 queries what type of infrastructure is referenced in Objective 5. It is understood that the infrastructure referenced in this objective is the transport infrastructure identified in Standard IX6.1 and Table 6.1.1 in particular. The objective should be modified to include reference to the standard. Council's traffic engineer, Mr Peake, has recommended that additional transport measures be included within this standard and this change is included in the draft recommendations. I also note that this report recommends that water and wastewater be added into Objective 5.

Submission point 38.8 requests that Objective 6 should include reference to subdivision. I support this amendment (see **Appendix 4**) as the need for co-ordinated infrastructure is needed at both the subdivision and development stages.

Submission point 38.9 raises concerns over the Activity Table, in particular the proposed 750 dwelling threshold. This threshold has been included to provide a trigger to assess the operation of the SH1/main collector road intersection in the north and possible upgrade as per the Restricted Discretionary assessment criteria in IX8.2(2). Mr Peake supports the retention of the threshold and the assessment criteria and has recommended amendments accordingly (see **Appendix 4**).

Submission point 38.10 requests that the pedestrian/cycling link to the SH1 underpass at Tobruk Road and any associated upgrades be included in Table IX6.1.1. I agree that this should be included in the table and recommended amendments have been proposed (see **Appendix 4**).

Submission point 3.10 states that the cycle facility along the railway line is included in the ITA but not the precinct provisions. I note that this facility is included on Precinct Plan 1 and Standard IX6.8 provides for building setbacks to provide space for this to be provided. It is noted that Mr Demiralp has recommended a 10m wide setback to also accommodate a shared footpath and cycleway in this location. However, the provisions do not require a developer to construct the footpath/cycleway. The route is identified in the Wellsford Greenways Plan of the Rodney Local Board and the construction of this facility is likely to be reliant on public funding.

Submission point 38.11 raises several queries over assessment criteria. The key issue raised is in relation to Assessment Criteria IX8.2(1)(c) on the basis that the assessment only relates to land to be set aside for a roundabout, rather than the construction of a roundabout itself. Mr Peake has considered this and is of the view that the assessment

criteria is appropriate in relation to Activity A1. However, he concurs that there is nothing in the precinct provisions as notified that would require the construction of a roundabout at the site access (the SH1/main collector road intersection). Mr Peak has recommended that the roundabout be constructed prior to any subdivision and/or development. Therefore, Assessment Criteria IX8.2(1)(c) is proposed to be deleted as it would no longer be required (see **Appendix 4**).

A query is raised on Assessment Criteria IX8.2(1)(d) as to which existing roads are to be upgraded. It is understood that the upgrade relates to the upgrade of the SH1 frontage. Mr Peake has recommended that this upgrade be included in Table IX6.1.1 and with a description of the upgrade in the Appendix 1: Road Function and Design Elements Table (see **Appendix 4**).

The query on Assessment Criteria IX8.2(1)(e) is that this should be a directive on what works are required and by whom. However, this is a proposed assessment criteria and not a rule and therefore I consider no further changes are required.

The submitter has raised concerns regarding Assessment Criteria IX8.2(2)(a) where a proposal exceeds 750 dwellings. Mr Peake agrees with the submitter that the criteria does imply that it is a single proposal for 750 dwellings or more that would require the Integrated Transport Assessment. I agree with Mr Peake that this should be amended so that it relates to the cumulative total of 750 or more dwellings within the precinct. I note that the Requestor has indicated that FUZ land to the north would also be accessed via the road network in the proposed precinct. This criteria would not address development in that FUZ, land as this is outside of the precinct. To address this, Mr Peake has recommended the following amendment (text to be deleted is struckthrough and new text is underlined):

IX8.2(2)(a) A proposal that exceeds a cumulative total of 750 dwellings within the Precinct (including any land that is provided vehicle access from the Precinct along its northern boundary) shall be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.

A query is raised as to what is meant by the “Northern Bypass” in Assessment Criteria IX8.2(2)(d). This relates to the Warkworth to Wellsford Motorway. For clarification, I recommend that the criteria should be amended as follows (text to be deleted is struckthrough and new text is underlined):

IX8.2(2)(d) ~~Whether the Northern Bypass~~ Warkworth to Wellsford Motorway (designated on land approximately 2km east of the precinct) is under construction with relevant consents ~~and/or designations~~ being given effect to prior to the lodgement of the resource consent application.

The submission on Assessment Criteria IX8.2(3)(d) relates to why the criteria is required for the provision of interfaces of design treatment at property boundaries. I consider that this criteria is required as it relates to how the design of roads or footpaths/cycle paths will be provided where they terminate at a property boundary (such as along the northern boundary of the precinct adjacent to the FUZ land). An appropriate design is needed to

ensure that these roading elements are safe in the interim period and that they are able to be extended across the property boundary when future development occurs.

Recommendation

The Submission 38 **is accepted in part.**

9.3. Recommended amendments to PC92

The amendments I propose are set out in full in **Appendix 4** and relate to the following:

- a. The R-SH and R-LL Zone boundary;
- b. Residential development standards (front yard, garages and height in relation to boundary);
- c. The landscape buffer on SH1 and the setback from the NAL;
- d. The Objectives and Policies regarding wetland and riparian areas, wastewater and water supply, stormwater management, and the NAL and SH1 Noise Attenuation Overlays.
- e. The activity status of development before wastewater and water supply and new standards for wastewater and water supply;
- f. Standards and assessment criteria regarding the grove of totara trees;
- g. Special information requirements for watercourse assessment and the Noise Attenuation Overlay.
- h. Roading, vehicle access, and pedestrian/cycleway access associated triggers;
- i. Construction of a roundabout (rather than a right-hand turn intersection);
- j. Precinct Plan 1 to be amended to add:
 - a. Wetlands
 - b. All walking and cycling routes in Structure Plan
 - c. The totara Grove to the map and amend title on key
 - d. Additional local roads where connected to the Future Urban Zone
- k. Noise Attenuation Overlay (NAL and SH1) development standards, matters of discretion, assessment criteria and text in the Precinct Description;
- l. A new Precinct Plan 2 showing the 100m NAL alert layer and the 50m SH1 alert layer.

Further to the amendments above, it is recommended that the Requestor provide additional information or analysis through evidence and at the hearing (including potential amendments to precinct provisions/plans) relating to the following matters:

Zoning

Further analysis and justification for a reduced minimum net lot size in the R-LL Zone from the standard 4,000m to 3,000m.

Urban Design

- a. The potential for an additional access to SH1 (as shown in Figure 9)
- b. That consideration is given to the shifting of the neighbourhood business centre (B-NC zone) to flatter areas of the PCA. The Requestor should provide further assessment of options available to accommodate a neighbourhood business centre and/or reasons why the chosen location is the best location.

Stormwater

- c. Further detail on the feasibility of proposed stormwater devices and how the SMP will facilitate the implementation and maintenance of the necessary infrastructure.
- d. Clearly identify any flood effects on State Highway 1 as a result of PC92:
 - i. A comparison of flood duration and frequency on State Highway 1 at Culvert 1 for the pre and post development scenarios; and
 - ii. A comparison of flood hazard vulnerability at Culvert 1 for the pre and post development scenarios **without** the climate change factor.
 - iii. Provide a summary of pre-hearing consultation with Waka Kotahi regarding the need to upgrade Culvert 1.

Landscape, Open Space and trees

- e. Comment on the recommendation from the Council landscape specialist to adjust the boundary of the R-LL Zone.
- f. Inclusion of specific provisions in IX.6 Standards and/or IX.8 Assessment Criteria to provide direction for achieving the NDS outcome of a “cohesive, well-connected and extensive open space network with high ecological values”.
- g. Inclusion of specific standards in IX.6 and assessment criteria in IX.8 to provide direction on the potential location of open space areas to ensure that an appropriate network of accessible public open spaces is provided.
- h. Inclusion of provisions relating to the assessment and/or protection of other mature tree plantings that contribute to the rural heritage of the site.

Geotechnical

- i. Clarification or additional precinct provisions (Including mapping) regarding the geotechnical limitations within the PCA and the likely extent of earthworks necessary to allow residential development with a particular focus on Geological zones C and D and the area to be zoned Neighbourhood Centre Zone and R-MHS Zone.

Mana Whenua

- j. Incorporating the conclusions and recommendation of the CVA into precinct provisions, where appropriate.

Infrastructure

- k. More details on what further agreements are needed with Watercare to fund necessary wastewater and water supply infrastructure.
- l. An assessment of the Request against the provisions of the FDS (which was adopted by the Council following notification).

Transportation

- m. An assessment of the construction traffic effects on Monowai Street and Batten Street that demonstrates safe construction access can be achieved. The assessment should provide details of any management measures, staging of development and how these could be incorporated in the precinct provisions.
- n. An assessment of transportation effects against the provisions of the NPS-UD, RPS and TERP.
- o. Any initiatives to be adopted to reduce vehicle ownership including possible precinct provisions.
- p. Update the traffic modelling so that all traffic models include the same layout on Batten Street.
- q. An assessment of how the proposed new R-CSL Zone would be accessed and the associated traffic effects. The traffic assessment should be updated to include traffic associated with the R-CSL Zone including appropriate trip rates, traffic distribution and traffic modelling.

10. Analysis of the section 32 report and any other information provided by the requestor

The requestor has provided an Assessment Report which includes a s32 assessment at section 9.0 of that report.

The s32 assessment has addressed all the relevant matters including:

- Appropriateness of the Proposal to achieve the purpose of the Act;
- Assessment of the Objectives (of the Request) against Part 2;
- Appropriateness of the provisions to achieve the Objectives (of the Request);
- Other Reasonably Practicable Options for Achieving the Objectives (including assessment of four themes comprising:
 - Extent of Urbanisation in Wellsford North alternatives;
 - Coordinating the development of land with transport and three waters infrastructure in Wellsford North alternatives;
 - Achieving Integrated and Quality Development alternatives; and
 - Natural Environment alternatives.

With regard to the other aspects of PC92, I agree with the Requestor that most of the land is suitable for rezoning to the R-SH Zone, R-MHS Zone, B-NC Zone and R-SL Zone and is

the most appropriate option to achieve the objective of the plan change and the purpose of the RMA.

However, I agree with the proposed rezoning of the existing R-CSL zoned land in the south of the PCA for reasons outlined earlier in this report.

11. Conclusions

Having considered all of the information provided by the requestor, carried out an assessment of effects, reviewed all relevant statutory and non-statutory documents and made recommendations on all submissions, and subject to further evidence on matters set out in Section 10 above, I recommend that **PC92 should be approved subject to the changes recommended to the precinct provisions and further evidence requested from Requestor.**

Based on the private plan change request documentation (including further information and assessment prior to notification) presented by the Requestor and the submissions and further submissions received, and having regard to the following planning instruments, it is my view that PC92 would (subject to the recommended amendments):

1. assist the council in achieving the purpose of the RMA;
2. give effect to the NPS-UD, NPS-FW, and NPS-IB;
3. give effect to the Auckland Unitary Plan - Regional Policy Statement;
4. be consistent with the Auckland Unitary Plan - Regional and District provisions;
5. be consistent with the Auckland Plan and the FDS;
6. be consistent with the proposed structure plan prepared by the Requester to support the Request;

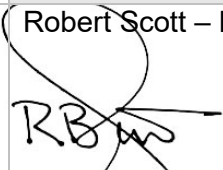
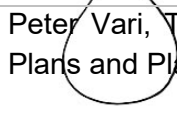
Further, it is my conclusion that the proposed structure plan for Wellsford North, prepared by the Requester, is acceptable as it has been prepared in accordance with Appendix 1 – Structure plan Guidelines of the RPS in the Unitary Plan.

11.1. Recommendations

1. That, the Hearing Commissioners accept or reject submissions (and associated further submissions) as outlined in this report.
2. That following the assessment of the plan change request and recommendations on the submissions, PC92 be approved with modifications proposed under Clause 29(4) of Schedule 1 to the RMA such that the Unitary Plan be amended because PC92 would:
 - assist the council in achieving the purpose of the RMA;
 - give effect to the Auckland Unitary Plan Regional Policy Statement and in particular, policies B2.4.2(6) and B3.3.2(4)(a);

- be consistent with the Auckland Plan and the FDS (in terms of wastewater and water infrastructure provision for future growth);
 - be consistent with the Requestor’s Wellsford North Structure Plan.
3. If the Hearing Commissioners were minded to approve PC92, the changes to the Unitary Plan maps and the proposed Wellsford North Precinct Plan as set out in this report are recommended:
- Amendments to the R-SH Zone and R-LL Zone boundary as set out in Figure 1 in section 2.3 of Ms Absolum’s landscape review and shown in **Appendix 4**.
 - The inclusion of the amendments to the proposed precinct and precinct plan(s) set out in **Appendix 4** to this report and any other amendments necessary to address the concerns outlined in this report.

11.2. Signatories

	Name and title of signatories
Authors	Robert Scott – Planning Consultant 
Reviewer / Approved for release	Peter Vari, Team Leader, Planning – Regional, North, West and Islands, Plans and Places 

APPENDIX 1
PROPOSED PLAN CHANGE 92 – WELLSFORD NORTH
Documents as notified

APPENDIX 2
EXISTING AND PROPOSED AUP ZONES

APPENDIX 3
SPECIALIST REPORTS (POST NOTIFICATION)

APPENDIX 4

RECOMMENDED CHANGES TO PC92

Amendments are shown with text to be deleted as ~~struck through~~ and text to be added as underlined.

APPENDIX 5
SUBMISSIONS AND FURTHER SUBMISSIONS

APPENDIX 6
REPORTING PLANNER EXPERIENCE AND QUALIFICATIONS

APPENDIX 1

PROPOSED PLAN CHANGE 92 WELLSFORD NORTH (AS NOTIFIED)

Auckland Unitary Plan Proposed Plan Change 92 (Private) – Wellsford North

Auckland Council has accepted a private plan change request to the Auckland Unitary Plan (Operative in Part) from Wellsford Welding Club Limited (WWC) under Schedule 1 to the Resource Management Act 1991 (RMA).

Proposed Plan Change (Private) 92 – Wellsford North is a proposal that seeks to rezone 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.

The proposal may be viewed at www.aucklandcouncil.govt.nz/planchanges. If you have any questions about the application, please contact: Ryan Bradley, Senior Policy Planner at ryan.bradley@aucklandcouncil.govt.nz or on 09 301 0101.

The following persons may make a submission on the proposal:

- The local authority in its own area may make a submission; and
- Any other person may make a submission but, if the person could gain an advantage in trade competition through the submission, then the person may do so only if the person is directly affected by an effect of the proposal that –
 - adversely affects the environment; and
 - does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic submission to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the electronic form on the Auckland Council website at www.aucklandcouncil.govt.nz/planchanges, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices

The submission must be in form 5 and must state whether or not you wish to be heard in relation to your submission. Copies of this form are available to download at www.aucklandcouncil.govt.nz/planchanges or can be collected from any Library or Council office.

Submissions close at midnight on Thursday, 12 October 2023.

The process for public participation in the consideration of the proposal under the RMA is as follows.

- after the closing date for submission, Auckland Council must prepare a summary of decisions requested by submitters and give public notice of the availability of this summary and where the summary and submissions can be inspected; and
- there must be an opportunity for the following persons to make a further submission in support of, or in opposition to, the submissions already made:
 - any person representing a relevant aspect of the public interest;
 - any person who has an interest in the proposal greater than the general public has;
 - the local authority itself; and
- if a person making a submission asks to be heard in support of his or her submission, a hearing must be held; and
- Auckland Council must give its decision on the provisions and matters raised in the submissions (including its reasons for accepting or rejecting submissions) and give public notice of its decision within 2 years of notifying the proposal and serve it on every person who made a submission at the same time; and
- any person who has made a submission has the right to appeal the decision on the proposed plan modification to the Environment Court if-
 - in relation to a provision or matter that is the subject of the appeal, the person referred to the provision or matter in the person's submission on the proposal; and
 - in the case of a proposal that is a proposed policy statement or plan, the appeal does not seek the withdrawal of the proposal as a whole.



Wellsford Welding Club Limited

Section 32 Assessment Report

Wellsford North

Private Plan Change Request

1 June 2023

B&A

Urban & Environmental

Prepared for:
Wellsford Welding Club Limited

B&A Reference:

WRK16958

Status:

Final

Date:

1 June 2022

Prepared by:



Cosette Saville

Senior Planner, Barker & Associates Limited

Reviewed by:



Nick Roberts

Director, Barker & Associates Limited

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Appendices

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- Appendix 2: List of properties within the Plan Change Area
- Appendix 3: Wellsford North Structure Plan
- Appendix 4: Auckland Unitary Plan Objectives and Policies Table
- Appendix 5: Consultation Report
- Appendix 5a: Summary of Consultation with Landowners included in the Plan Change
- Appendix 6: Neighbourhood Design Statement
- Appendix 7: Integrated Transport Assessment
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- Appendix 9: Ecological Report
- Appendix 10: Engineering and Infrastructure Report
- Appendix 11: Geotechnical Report
- Appendix 12: Preliminary Site Investigation Report
- Appendix 13: Archaeological Assessment
- Appendix 14: Soils Assessment
- Appendix 14a: Soils Assessment Boshier Road
- Appendix 15: Cultural Values Assessment – Ngāti Manuhiri
- Appendix 16: Tree and Vegetation Survey

1.0 The Applicant and Property Details

To:	Auckland Council Attention: Warren Maclennan & Ryan Bradley
Site Address:	State Highway 1 (Rodney Street) and Monowai Street, Wellsford
Applicant's Name:	Wellsford Welding Club Limited (WWC)
Address for Service:	Barker & Associates Ltd PO Box 1986 Shortland Street Auckland 1140 Attention: Nick Roberts/Cosette Saville
Legal Description:	Refer to list of properties Appendix 2
Site Area:	72.0615 hectares
AUP Zoning:	Future Urban, Residential – Single House, Rural – Countryside Living and Rural Production zones
Locality Diagram:	Refer to Figure 1
Brief Description of Proposal:	Private Plan Change request to rezone 72.06 hectares of land at Wellsford North 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, apply a precinct and the Stormwater Management Area Flow 1 to the majority of the site, with the remainder to be zoned Rural – Countryside Living zone. Refer Appendix 1 .

2.0 Executive Summary

Wellsford Welding Club Limited (“**WWC**”) is applying for a Plan Change to the Auckland Unitary Plan – Operative in Part 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.

The Plan Change also includes a precinct which details the indicative collector road network, stormwater quality management, amended minimum net site areas within the Single House and Large Lot zones and ensures that development capacity is staged with the release of infrastructure. 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 local Wellsford community.

The Future Urban Land Supply Strategy (“**FULSS**”) identifies the Wellsford North Future Urban zoned land as being ‘development ready’ in 2023-2027, with potential to accommodate 832 dwellings. The Wellsford North Plan Change is entirely consistent with this projection and timing, considering the time required to process the Plan Change and prepare the land for urban development. It is acknowledged that the FULSS does not envisage urban growth on the portion of the Plan Change area currently zoned Rural Countryside Living zone and proposed to be zoned Residential - Large Lot zone. Urbanisation of the land is provided for however, as an expansion to an existing rural town under section B2.6 of the Regional Policy Statement (**RPS**). As demonstrated throughout this report however, the PPC satisfies the requirements of these RPS provisions, and therefore urbanisation of the land should proceed. The reasons for this are summarised as follows:

- Growth of Wellsford rural town as proposed within the Plan Change avoids the urbanisation of land which is subject to significant natural hazards, contains scheduled natural and physical resources or contains elite and prime soils.
- The PPC provides for urbanisation which is consistent with the existing low density built character of Wellsford while providing opportunity for increased housing capacity and choice and hence efficient use of greenfield land.
- The PPC can be serviced by infrastructure.

For these reasons, and in the context of the staging criteria set out in Appendix 1 of the FULSS and Appendix 1 of the RPS, the proposal is consistent with sound resource management practice and Part 5 of the Resource Management Act (**RMA**). Therefore, the Council can accept the Plan Change for processing.

The Plan Change responds to the specific characteristics of the Plan Change area and the surrounding area, with reference to the regional context and gives effect to the relevant planning documents for the following reasons:

- The Plan Change has been informed by, and is consistent with, the Wellsford North Structure Plan (refer **Appendix 3**);
- A variety of residential densities will be enabled, responding to locational attributes, environmental and topographical constraints. Medium residential densities are proposed close to the centre and the future main Collector Road, and will provide for pedestrian and cycleway connectivity from the site to the existing Wellsford Town Centre and wider existing urban area;
- The Neighborhood Centre is located within a walkable distance of the land zoned for residential use, and will provide for the day to day needs of the local community that will establish in the proposed residential areas. The proposed centre is small in scale to ensure that there will be no adverse effects arising with respect to the functioning and vitality of the existing Wellsford Town Centre;
- The zoning pattern enables a connected and high-quality road network to be established that provides appropriately for all modes;
- The proposed urban zoning pattern will be defined by strong topographical and infrastructure boundaries;
- The Plan Change area is able to be serviced by infrastructure, with appropriate upgrades in place; and
- The Plan Change retains a repository for donor countryside living sites while providing a more favorable and logical area for development.

The proposed land uses have been assessed to be the most optimal to achieve the objectives of the Auckland Unitary Plan, and the purpose of the RMA, in this location. The area subject to this Plan Change has been identified in Council's Future Urban Land Supply Strategy as appropriate for future residential use. The detailed site and context analysis completed as part of this Plan Change as well as the Wellsford North Structure Plan, demonstrates that the proposed use will be an efficient and effective method for achieving the sustainable management purpose of the RMA and the RPS.

On this basis, it is considered that the proposed zonings are the most appropriate uses for the land.

3.0 Introduction

3.1 Background

3.1.1 The Applicant

Wellsford Welding Club Limited (**WWC**) is applying to Auckland Council for a Plan Change to the Auckland Unitary Plan (**AUP**) to rezone 72.06 hectares of land at Wellsford from predominantly Future Urban zone, along with Residential – Single House, Rural – Countryside Living and Rural Production zoned land to a mix of residential and rural zones along with a small Neighbourhood Centre. The rezoning proposal has been informed by a structure planning exercise (refer **Appendix 3**) and will provide capacity for approximately 650 – 800 residential dwellings.

WWC is effectively a joint venture between Mayfair Group and Vuksich & Borich. Mayfair Group entities have carried out or been intimately involved with several residential land development

projects including Ockleston Landing in Hobsonville, Catalina Point at Whangaparaoa and Hunua Views in Drury - which in total will provide more than 700 residential lots to the market. Mayfair is also a substantial commercial and industrial developer. Vuksich and Borich is a long-established and well-respected civil engineering contractor with decades of experience in delivering residential and commercial land.

WWC own the majority of land within the Plan Change area, including:

- 338 Rodney Street Wellsford (24.7543 ha);
- Pt Allot 117 SO 22925, State Highway 1 Wellsford 0900 (11.8768 ha);
- Pt Lot 4 DP 9919, Monowai Street Wellsford 0900 (6.7213 ha);
- Pt Lot 2 DP 26722, Monowai Street Wellsford 0900 (5.7503 ha); and
- Pt Sec 25 DP 9682, Monowai Street Wellsford 0900 (2.0991 ha).

The extent of WWC's landholdings in relation to the extent of the Plan Change area are shown in **Figure 1** below.



Figure 1 Wellsford North Plan Change area (shown in red) and Wellsford Welding Club landholdings (shown in blue outline)

WWC envisages that the Plan Change will enable 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 has 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.

4.0 Site Location and Description

4.1 Site Description

The Plan Change area comprises 72.06 hectares of land located within Wellsford North. The area includes land zoned Future Urban, Residential – Single House, Rural - Countryside Living and Rural Production zones (see **Figure 2** and **Figure 3** below). The Plan Change area is bounded by SH1 to the west, the existing Wellsford urban area to the south, the North Auckland Railway line to the east, and Boshier Road to the north. A locality plan of the plan change area is included at **Figure 5** below.

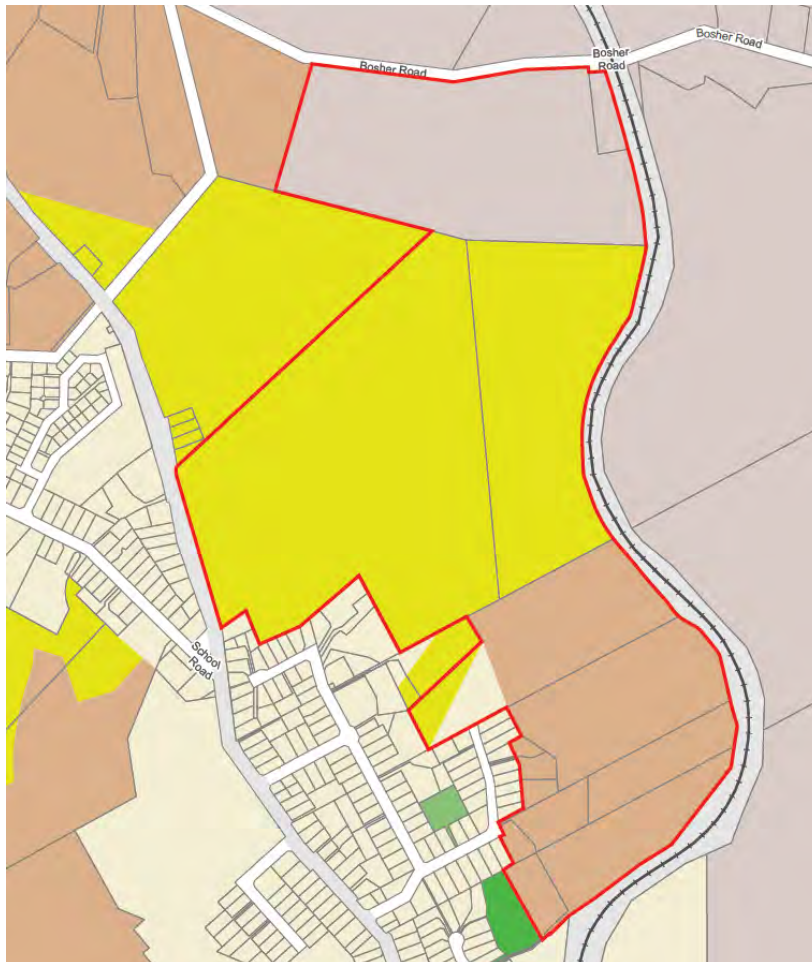


Figure 2 Auckland Unitary Plan zoning plan

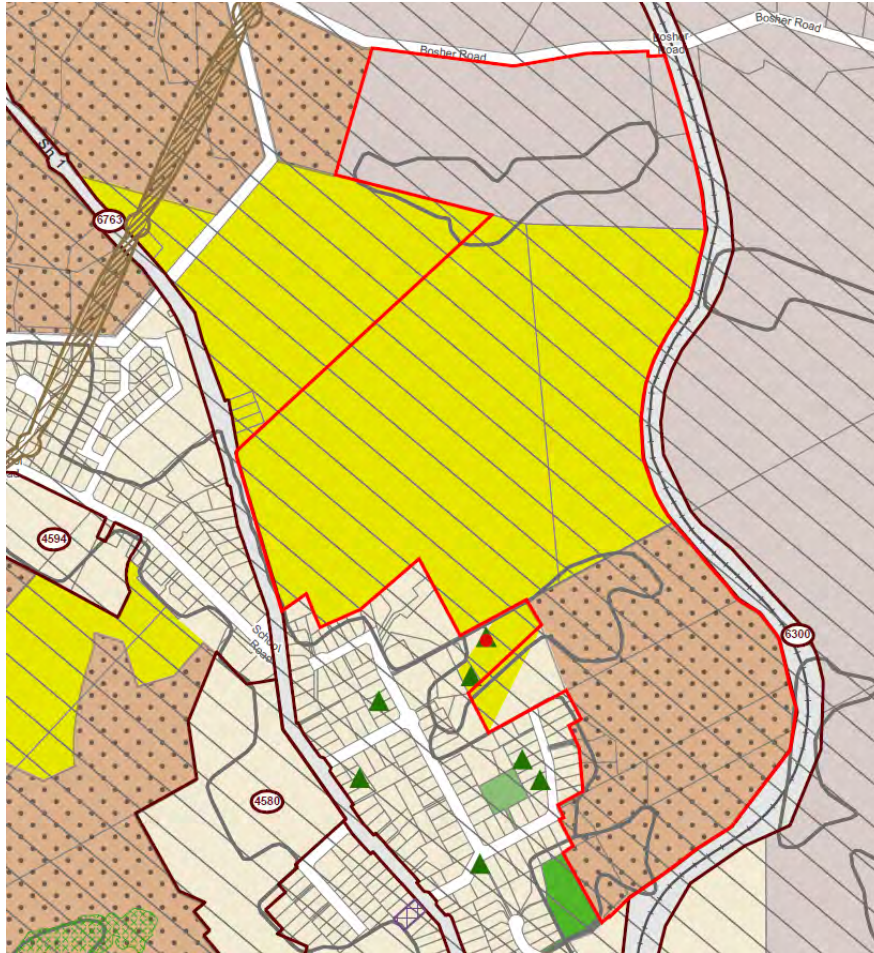


Figure 3 Auckland Unitary Plan overlays and controls

The Plan Change area generally comprises pastoral land, and a small number of dwellings and accessory buildings. Existing metalled access tracks service the properties and are utilised for farming activities. There are several existing residential dwellings dotted throughout the southern portion of the Plan Change area on rural lifestyle living type lots.

The overall topography of the area is moderate to steep slopes that fall towards existing gullies that extend through the southern portion of the Plan Change area, with more gently rolling topography in the north (refer to **Figure 4** below). The steep gullies typically flow in a south-east to north-west direction into the downstream receiving environment.



Figure 4 Showing the existing conditions of the Plan Change area

The south-eastern portion of the Plan Change area adjacent to the North Auckland Railway Line is the most elevated. From there the Plan Change area slopes down towards the stream network that traverses the Plan Change area.



Figure 5 Locality Plan of Plan Change area

The stream network consists of two main streams, one which traverses through the centre of the Plan Change area and the other stream traverses the north-eastern boundary between the land proposed to be included within the Wellsford North Precinct and the land to be rezoned from Rural Production to Rural Countryside Living zone in the north.

4.2 Surrounding Locality

Wellsford is a rural service town, located approximately 80 kilometres north of the Auckland CBD, 80 kilometres south of Whangārei and 20km north of Warkworth, Auckland's northern satellite town.

Wellsford Town Centre provides essential services to locals, with Warkworth providing for a wider range of goods, services and job opportunities including larger supermarkets. Wellsford is serviced by a local bus route (bus service 998) which connects to Auckland City and the wider public transport network, via Warkworth.

Wellsford Town Centre is essentially a service centre for the surrounding rural economy, which during the nineteenth century included kauri saw milling, gum digging, and farming. The construction of the railway line in 1909 and all-weather roads in the 1930s allowed dairying to

intensify and Wellsford to grow. Wellsford has a current population of approximately 2,000 people and features a mix of low-density urban, industrial, agricultural, and rural living.

Wellsford is a hill-top town formed around the junction of SH1 and SH16. SH1 is a spine along the main ridge, and side roads follow the radiating spurs. As a consequence of the hilltop location, Wellsford enjoys wide views over the surrounding countryside, as the residential form follows the movement corridors of the ridges and spurs.

The existing settlement of Wellsford is largely zoned Residential – Single House zone and is characterised by traditional single dwelling development. In terms of educational facilities, Rodney College and Wellsford School are both located to the west of the Plan Change area across State Highway 1, which can be accessed via the SH1 underpass south of the Plan Change area.

North of the Plan Change area is land within the Rural – Countryside Living and Rural Production zones that extends north to the North Auckland Railway Line. To the south of the Plan Change area is the existing Wellsford Town Centre and Business area zoned Business - Light Industrial zone.

Wellsford has also become a service stop for traffic on SH1, being half-way between Auckland and Whangārei. SH1 is planned to bypass Wellsford, and reduce through traffic to the town. Ara Tūhono, Puhoi to Wellsford is separated into two projects, the first of which is nearly completed, Puhoi to Warkworth. The second phase of the project is the Warkworth to Wellsford section, which has been designated, with works yet to commence.

5.0 Description of the Plan Change Request

5.1 Description of the Proposal

5.1.1 Approach to the Planning Framework for Wellsford North Precinct

The proposed Plan Change relies largely on standard zones and Auckland-wide provisions to manage the way in which the Plan Change area is used and developed. This is consistent with the policy intent of precincts under the AUP.

Consistent with other greenfield precincts within the AUP, a precinct is also proposed which includes place-based provisions that create a spatial framework for development. The precinct provisions are appropriately focused on the layout of development necessary to achieve the objectives of the AUP, including:

- Achieving an appropriate urban layout;
- Providing an integrated and connected street network;
- Providing a network of open space which integrates with the natural features of the area; and
- Ensuring that development coordinates with the required infrastructure upgrades.

On balance, this approach enables the Plan Change area to develop to a scale and intensity which is broadly consistent with areas of similar zoning patterns across the region. The precinct will however, include some variation to the standard Auckland wide and zone provisions to introduce more tailored standards and assessment criteria. This will support the development of a quality-built environment within this locality that creates a distinctive sense of place.

5.1.2 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 zoning pattern is shown in **Figure 6** below, and in the plan change at **Appendix 1**.

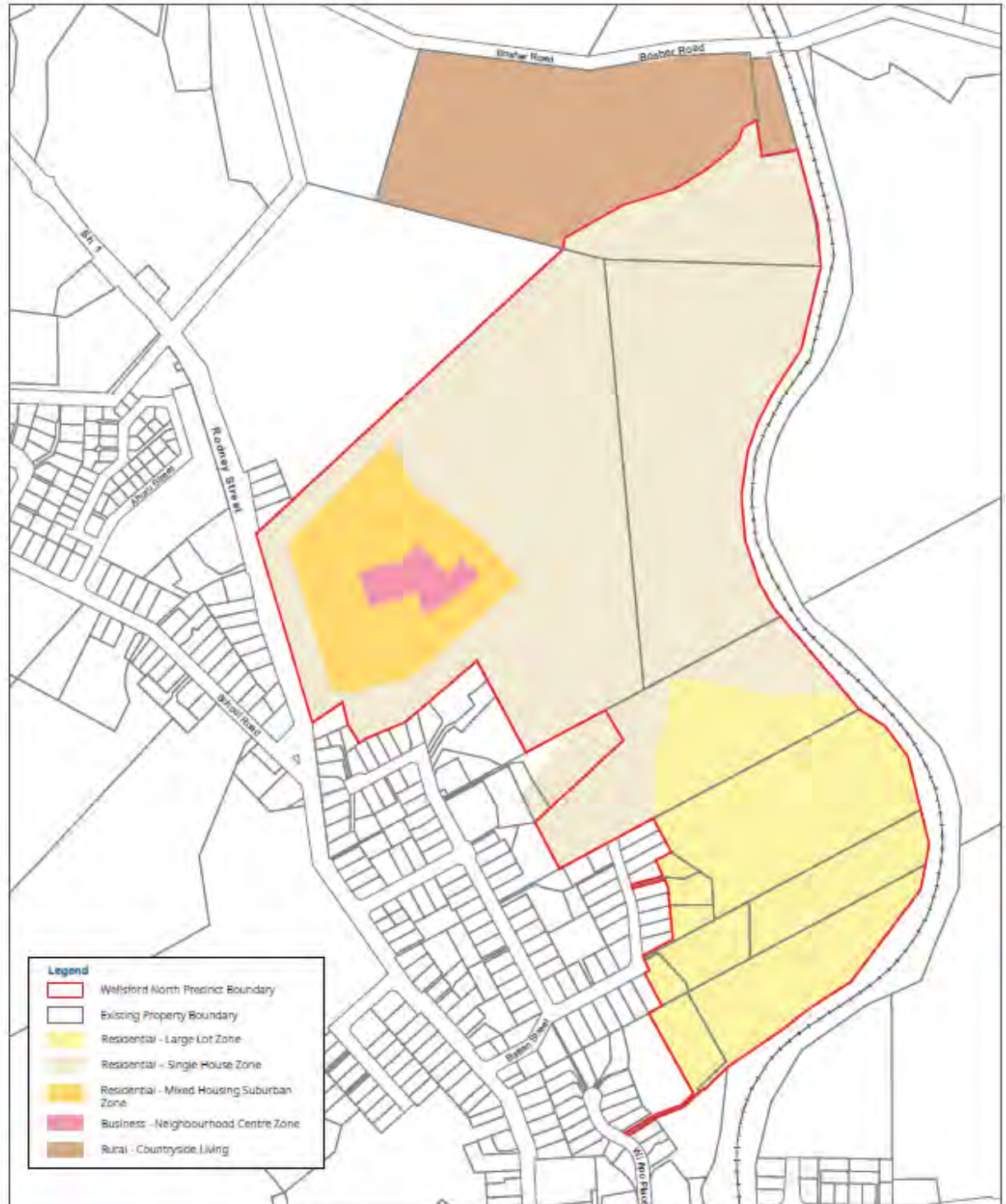


Figure 6 Proposed zoning plan

The zoning pattern shown in this report and within the plan change differs slightly to the zoning pattern shown in the technical reports. This is to include the northern portion of the Plan Change area currently zoned Rural Production and rezone this to Rural Countryside living. This proposed rezoning has been included in order to retain the extent of Rural Countryside Living zone within Wellsford which can act as “receiver sites” within the Transferable Rural Site Subdivision Scheme

and hence not losing the potential for any environmental protection proposed as part of this scheme.

The intention of the proposed urban zoning is to provide for the establishment of a new residential community that logically extends the existing Wellsford settlement and offers a range of housing types and choice. The small Neighbourhood Centre zone is proposed to be located central to the future residential area, providing for the day-to-day needs for the future residential community in Wellsford North. The Mixed Housing Suburban zone is proposed to be applied around the Neighbourhood centre to provide for medium density residential development in areas within walking distance to the centre. The Single House zone is proposed to apply to the majority of the area proposed to be urbanised through the Plan Change, to ensure the character of the residential development is in keeping with the existing Wellsford settlement.

Responding to the constraints imposed by the topography of the land and other site characteristics such as watercourses, a predominantly medium-density residential land use is proposed with low-density residential land use (Residential – Large Lot zone) proposed in the southern portion of the site where the topography imposes more constraints.

With the zoning proposed, the land will have capacity to accommodate approximately 650-800 new dwellings in Wellsford North.

5.1.3 Other Unitary Plan Controls

In relation to stormwater, it is proposed to apply the Stormwater Management Area Control – Flow 1 across the plan change area to manage the increase in stormwater discharge to sensitive stream environments. Additionally, the Council’s recently approved Network Discharge Consent includes requirements to prepare a Stormwater Management Plan (SMP) and meet defined outcomes. This requirement will be triggered as part of future consent processes.

5.1.4 Proposed Precinct Provisions

The Wellsford North Precinct is proposed to apply to the 62.3ha of land that is proposed to be rezoned to Residential – Large Lot, Residential – Single House, Residential - Mixed Housing Suburban and Business – Neighbourhood Centre zones, refer **Appendix 1**. WWC propose to apply the following activities and controls in addition to the standard zone and Auckland-wide controls:

- Transport and three waters infrastructure staging rules to coordinate development with the delivery of required infrastructure;
- A riparian planting rule requiring a 10m native vegetation riparian buffer each side of a permanent or intermittent stream to mitigate the effects of urbanisation on water;
- Amendment to the minimum site size for subdivision in the Residential – Large Lot and Residential – Single House zones;
- Additional assessment criteria for open space to ensure that the open space network integrates with natural features; and
- Additional assessment criteria for roads to ensure a highly connected street layout that integrates with the wider Wellsford area.

5.2 Purpose and Reasons for the Plan Change

Clause 22(1) of the RMA requires that a Plan Change request explains the purpose of, and reasons for the proposed plan change.

The purpose of the Plan Change is to enable the provision of additional housing in Wellsford along with a small centre and a network of open spaces. The Applicant is the majority owner of the Plan Change area and intends to develop their landholdings in a manner consistent with the proposed zoning framework, which this Plan Change request will enable.

The Plan Change is consistent with the objectives of the Council's planning documents and, in this regard, the reasons for the Plan Change are justified and consistent with sound resource management practice.

5.3 Timing of Plan Change

The proposed timing of development within the Wellsford North Structure Plan is led by the Future Urban Land Supply Strategy (**FULSS**) which identifies Wellsford North as being "development ready", that being live zoned and serviced, in 2023-2027. This Plan Change is consistent with the timing anticipated through the Council's FULSS, discussed further in section 6.2.2 below.

5.3.1 Background to Future Urban zoning

The land within the Plan Change area is primarily zoned Future Urban under the AUP. The Future Urban zone is applied to land identified as being suitable for urbanisation. It is a transitional zone that enables mostly rural activities and some other types of activity subject to scale and related impacts, until such time as a Structure Plan is prepared and Plan Change is undertaken to apply an urban zoning. The Council has identified the Wellsford North area as being suitable for urban development for a number of reasons, which, based on an informed understanding, include:

- It is a significant centre for northern Auckland and southern Kaipara as it services a wide rural catchment;
- It is located at the intersection of State Highway 1 (SH1) and State Highway 16 (SH16) and also has the North Island Main Trunk railway line travelling through;
- It adjoins the existing Wellsford urban area and urban development would support efficient provision (including upgrades) of infrastructure;
- The North Island Main Trunk Railway line to the east provides a defensible urban boundary;
- The land is of limited rural production value;
- No significant landscapes or areas (Outstanding Natural Landscapes or High Natural Character overlays) or cultural or heritage areas are identified;
- The adverse effects of urban development on the natural environment, including the permanent stream that runs through the site and its tributaries can be effectively managed and key natural features within the Plan Change area will be maintained and enhanced; and
- Reasonable access to social infrastructure (schools, open space, recreation reserves and community facilities etc).

Within this context, this Plan Change request builds on the broad analysis already undertaken by the Council and the Wellsford North Structure Plan prepared by WWC, and proposes an urban

zoning configuration that responds to the specific environmental characteristics of the site whilst seeking to achieve the planned densities set out in the FULSS (2017).

5.4 Accepting the Plan Change Request (Clause 25)

The Council has discretion to accept or reject a Plan Change request in accordance with Clause 25 of Schedule 1 of the Resource Management Act 1991 (RMA), subject to the matters set out in Clause 25(4)(a)-(e). Given that the AUP has now been operative for more than two years, the Council is able to reject the Plan Change request only on the following grounds:

- (a) The Plan Change request is frivolous or vexatious (clause 25(4)(a));
- (b) The Plan Change request is not in accordance with sound resource management practice (clause 25(4)(c));
- (c) The Plan Change request would make the plan inconsistent with Part 5 – Standards, Policy Statements and Plans (clause 25(4)(d)).

In relation to (a), considerable technical analysis has been undertaken to inform the Plan Change, which is detailed in the report below. For this reason, the proposal cannot be described as frivolous or vexatious.

‘Sound resource management practice’ is not a defined term under the RMA, however, previous case law suggests that the timing and substance of the Plan Change are relevant considerations. This requires detailed and nuanced analysis of the proposal that recognises the context of the Plan Change area and its specific planning issues.

In this context, the Plan Change is considered to be in accordance with sound resource management practice for the following reasons:

- The proposed zoning supports a compact urban form and integrated urban development;
- The proposed zoning is consistent with that shown in the Wellsford North Structure Plan, which has been informed by detailed technical analysis in line with AUP Appendix 1 guidelines;
- The proposed timing of the rezoning aligns with Council’s proposed staging set out in the FULSS which anticipates Wellsford Future Urban land to be ‘Development ready’ in 2023-2027;
- All necessary statutory requirements have been met, including an evaluation in accordance with S32 of the RMA with supporting evidence, and consultation with interested iwi is on-going; and
- The Plan Change is considered to be consistent with the sustainable management purpose of the RMA as discussed in the report below.

In relation to (c), given that the majority of the Plan Change area has been identified for future residential use in the Council’s FULSS, then the proposed zoning is not inconsistent with Part 5.

On this basis, the merits of the proposal should be allowed to be considered through the standard Schedule 1 process.

6.0 Policy Framework

A number of strategic and statutory planning documents have informed the Plan Change process. This section provides a summary of those documents.

6.1 National Policy Documents

6.1.1 The National Policy Statement - Urban Development

The National Policy Statement on Urban Development 2020 (NPS:UD) came into force on 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016. The NPS:UD has assessed all the local authorities within the country and classified them as either Tier 1, Tier 2 or Tier 3, with Tier 1 referencing the largest local authorities in New Zealand (including Auckland Council). The NPS provides direction to decision-makers under the RMA on planning for urban environments, with particular focus on:

All local authorities that have all or part of an urban environment within their district or region (Tier 1, 2 and 3 local authorities)- Auckland is a Tier 1 Authority; and

Planning decisions by any local authorities that affect an urban environment;

The NPS:UD sets out objectives and policies that apply to all decision-makers when making planning decisions that affect an urban environment. The general themes relating to the objectives and policies are as follows:

- The purpose of the RMA 1991
- Housing affordability
- Regional Policy Statement
- Diversity and changing needs of New Zealand public
- Treaty of Waitangi
- Local authority decisions
- New Zealand's urban environments

6.1.1.1 Future Development Strategy

The NPS:UD requires local authorities with jurisdiction over major urban areas (i.e. Auckland Council) to produce a strategy that shows **how** and **where** they will provide for future development. This is referred to as a Future Development Strategy (**FDS**). While an FDS has yet to be prepared by Auckland Council, the Auckland Plan and Future Urban Land Supply Strategy (**FULSS**) provide direction regarding the growth pattern and staging for Auckland. The FULSS envisages urban growth on the Future Urban Zone portion of the Plan Change area subject to the development of a structure plan in the 2nd half of Decade One (2023-2027). It is acknowledged that the FULSS does not envisage urban growth on the portion of the Plan Change area proposed to be zoned Large Lot zone. However, urbanisation of the land is provided for as an expansion to an existing rural town under section B2.6 of the RPS. Given that the PPC satisfies the requirements of these RPS provisions, it is considered that urbanisation of the land should proceed.

Recognising that the provision of development capacity is often limited to infrastructure funding, the FDS is aimed to be clear about where development can go, how the infrastructure to support it will be provided, and the local authority's contribution to that infrastructure. The FDS can also identify where funding needs to come from somewhere else, including where private capital investment can release capacity.

6.1.1.2 Objectives & Policies

Objective 1 and Policy 1 seek well-functioning urban environments for people and communities. The PPC will achieve this objective as the development of the land has been subject to a detailed structure planning exercise which has driven the PPC in terms of zoning, development densities and connections to the existing Wellsford Town Centre.

Objective 2 seeks that planning decisions will improve housing affordability by supporting competitive and developing markets. The PPC enables a wide range of housing types and densities. This choice will result in a range of affordability options within the PPC land and will ensure competitive land and development markets.

Objective 3 and Policy 3 require district plans to enable more people to live in and more business and community services to be located in areas of an urban environment. The PPC satisfies this objective as the land is immediately adjacent to the existing Wellsford residential area and the area has a high demand for housing.

Objectives 4 and 6 state that New Zealand's urban environments develop and change over time in response to diverse and changing needs of people, communities and future generations. Further, local authority decisions are integrated with infrastructure planning and funding as well as being responsive, particularly in relation to proposals that would supply significant development capacity. The proposed plan change area will result in between 650 to 800 dwellings in an area where people want to live. In addition, development will be coordinated with the provision of transport and other infrastructure in order to ensure sustainable development outcomes. As a result, development within the Plan Change area will be integrated with infrastructure planning and funding decisions. It is considered that these objectives are met.

Objective 5 and Policy 9 require Te Tiriti o Waitangi to be taken into account. The assessment relating to the RPS confirms this objective is met.

Objective 6 relates to local authority decisions on urban development being integrated with infrastructure planning and funding decisions and are responsive to proposals that would supply significant development capacity. The PPC includes a transport upgrade standard and a water supply/wastewater standard. Both will ensure development is coordinated with infrastructure provision and that sufficient infrastructure upgrades are in place as required, prior to development.

Objective 7 relates to local authorities updating decisions and is not applicable here.

Objective 8 supports a reduction in greenhouse gas emissions and resilience to the current and future effects of climate change. The proposed riparian plantings and active mode connections will meet this objective.

Policies 4, 5 and 6 seek increases in density and accessibility. The PPC achieves this by providing for the highest density around the Neighbourhood Centre and along the main collector road.

Policy 8 further supports local authority decisions affecting urban environments to be responsive to plan changes that would add significantly to development capacity and add to well-functioning urban environments. Urbanisation of this land meets this policy. It is considered that the development of Wellsford North falls under this policy and gives effect to it.

Overall, it is considered that the PPC gives effect to the NPS:UD.

6.1.2 New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement 2010 (**NZCPS**) contains objectives and policies relating to the coastal environment to achieve the purpose of the RMA. The NZCPS is applicable to this Plan Change as the Kaipara Harbour is the ultimate receiving environment for the streams which drain the Plan Change area.

The Auckland wide stormwater quality and Stormwater Management Area Flow 1 (**SMAF 1**) provisions will apply within the Plan Change area which will manage sediment and contaminant runoff which could make its way into the coastal receiving environment. Further mitigation measures will be considered as part of a future resource consent process via the certification requirements of the Council's regional Network Discharge Consent.

6.1.3 National Policy Statement for Freshwater Management 2020

The National Policy Statement for Freshwater Management 2011 (**NPSFM**) sets a national policy framework for managing freshwater quality and quantity. The NPSFM was updated in August 2017 to incorporate amendments from the National Policy Statement for Freshwater Amendment Order 2017. The amendments came into effect on 6 September 2017 and include provisions that seek to improve fresh water quality with a target to increase the proportion of rivers and lakes suitable for primary contact to 90 per cent by 2040. There are also new provisions that enable the use of freshwater for economic wellbeing.

The Objectives of the NPSFM are consistent with the objective and policy framework within the AUP for Freshwater (B7, E1 and E2). The Plan Change is consistent with AUP objectives and policies for freshwater systems, water quality and integrated management.

It is proposed to apply the Stormwater Management Area Control – Flow 1 (**SMAF 1**) across the Plan Change area to manage the increase in stormwater discharge to sensitive stream environments. Accordingly, an integrated stormwater management approach has been proposed as a 'Stormwater Management Toolbox' which incorporates a range of measures to manage potential effects associated with the proposed change in land use and outlines the devices proposed within each of the proposed zones. The toolbox sets out the performance standards for stormwater management for different land use activities based on the AUP provisions. A range of device options and indicative sizes are provided to achieve the required performance standards; however, the proposed toolbox should not limit the use of other devices or tools proven to be the Best Practicable Option.

The intermittent and permanent streams and wetlands present within the Plan Change area have been identified by Bioresearches (refer to **Appendix 9**) and are highly degraded. The Plan Change will enhance streams as Riparian enhancement along the identified streams is required under the proposed Wellsford North Precinct.

It is considered that the implementation of the stormwater management toolbox in conjunction with the enhancement of riparian margins will be sufficient to manage the potential adverse effects associated with changes in water quality and provide for enhancement of ecological values.

6.1.4 National Policy Statement on Electricity Transmission 2008

The National Policy Statement on Electricity Transmission 2008 sets out the objective and policies to manage the effects of the electricity transmission network. The NPS recognises the importance of the National Grid network by enabling its operation, maintenance, and upgrade, and establishing new transmission resources to meet future needs.

The National Grid Corridor overlay applying under the AUP gives effect to the NPS by controlling the location of activities, and the extent of subdivision and development near the National Grid Line. While there are no transmission lines that traverse the Plan Change area, the north-western portion of the Wellsford North Structure Plan area is traversed by the National Grid Corridor overlay and a 110kv Transpower Transmission Line. The National Grid Corridor overlay applying under the AUP gives effect to the NPS by controlling the location of activities, and the extent of subdivision and development near the National Grid Line.

6.1.5 National Planning Standards

The National Planning Standards came into effect on 5 April 2019. These codify the structure, mapping, definitions and noise/vibration metrics of District, Regional and Unitary Plans. Auckland Council has 10 years to implement these changes. This Plan Change applies the standard AUP zone and rule framework to the Plan Change area, which is broadly consistent with the planning standards.

6.1.6 National Environmental Standards

The National Environmental Standards (NES) that are relevant to this proposed Plan Change include:

- NES for Assessing and Managing Contaminants in Soil to Protect Human Health.

This NES document has been taken into account in the preparation of the relevant expert reports and are further discussed in Section 8 of the report below.

6.1.7 National Environmental Standard - Sources of Drinking Water 2008

Water supply to the Plan Change area will be from the existing public water supply as well as the new bore that Watercare are currently applying for consent for, and will be accessed within the road reserves of Rodney Street, Kelgary Place, Armitage Place, Batten Street and Monowai Street. The proposed Plan Change does not compromise the outcomes sought to be achieved by this NES.

6.1.8 Proposed National Policy Statement – Highly Productive Land

In August 2019 the Ministry for the Environment and the Ministry for Primary Industries released the proposed National Policy Statement for Highly Productive Land (**NPS – HPL**). While this document currently has no statutory effect, it has been assessed within the context of the proposed plan change.

The purpose of the proposed NPS-HPL is to improve the way that highly productive land is managed under the RMA. It does not provide absolute protection of highly productive land, but

rather it requires local authorities to proactively consider the resource in their region or district to ensure it is available for present and future primary production.

The purpose of the NPS-HPL is to:

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

A preliminary desktop soil and land use capability assessment has been undertaken by Landsystems (refer to **Appendix 14**) who are soil quality experts. The Landsystems report has found that the Plan Change area is unlikely to be underlain by elite or prime soils due to the slopes within the Plan Change area and limitations to soil drainage.

The land that has been zoned by the Council as Future Urban has been, through the zoning process, identified as suitable for urban development.

6.2 Council Strategic Plans

6.2.1 Auckland Plan 2050

The Auckland Plan 2050 (**Auckland Plan**) provides a long-term spatial plan for Auckland looking ahead to 2050.

A key component of the Auckland Plan is the Development Strategy which sets out how future growth will be accommodated up to 2050. The Auckland Plan focusses new development in existing urban areas and provides for ‘managed expansion’ into future urban areas to maintain Auckland’s rural productivity and limit urban sprawl. This managed expansion is with reference to structure planning processes. As noted above, this Plan Change has been informed by the Wellsford North Structure Plan.

In terms of the form of development, the Auckland Plan takes a quality compact approach to growth and development. The Auckland Plan defines this as:

- Most development occurs in areas that are easily accessible by public transport, walking and cycling;
- Most development is within reasonable walking distance of services and facilities including centres, community facilities, employment opportunities and open space;
- Future development maximises efficient use of land; and
- Delivery of necessary infrastructure is coordinated to support growth in the right place at the right time.

The proposed residential zoning pattern at Wellsford North will provide quality, compact neighbourhoods adjacent to the existing Wellsford settlement. The proposed zoning pattern will encourage a range of housing choice with the more intensive housing surrounding the proposed neighbourhood centre to promote walkability.

The Mixed Housing Suburban zone has been applied to the majority of the proposed urban area to ensure that residential development is in keeping with the current built form within

Wellsford while enabling opportunities for greater density to ensure efficient use of greenfield land.

New open spaces to serve the new residential neighbourhoods will be developed in accordance with the provisions in E38 Subdivision - Urban.

Infrastructure upgrades are required to service development within Wellsford North. The proposed precinct includes rules to stage development with required infrastructure.

The Auckland Plan aims to provide sufficient capacity for up to 140,000 dwellings in newly established communities in future urban areas, managed by the Rural Urban Boundary. Wellsford is identified as one of the greenfield areas for future growth in the north, being zoned by the Council as Future Urban, and located within the Rural Urban Boundary. The Auckland Plan describes Wellsford in 2050 as a future ‘boom town’ due its position on higher ground¹.

Overall, the Plan Change is consistent with the strategic direction of the Auckland Plan and will contribute to achieving a quality compact approach to urban growth, while ensuring that good design is embedded through development.

These strategic objectives of the Auckland Plan are reflected in the AUP objectives and policies, which are assessed in detail below.

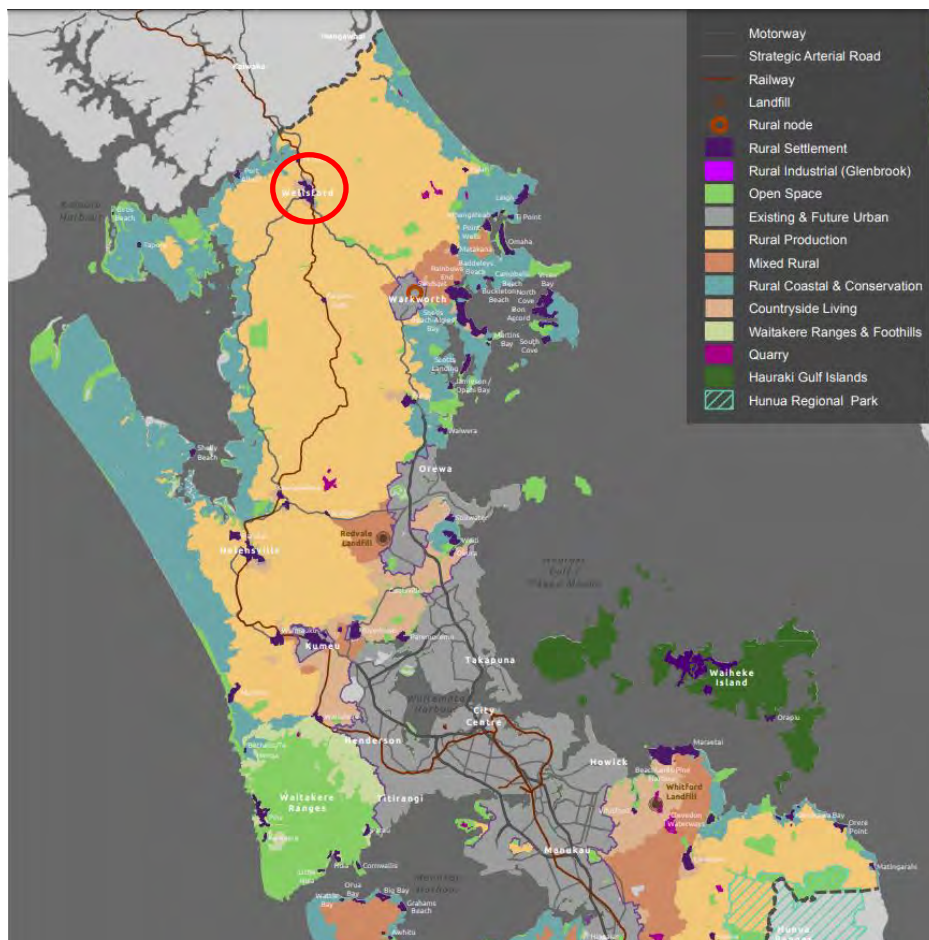


Figure 7 Auckland Plan Rural Settlement and Existing and Future urban areas

¹ Auckland Plan 2050 (June 2018) p.18

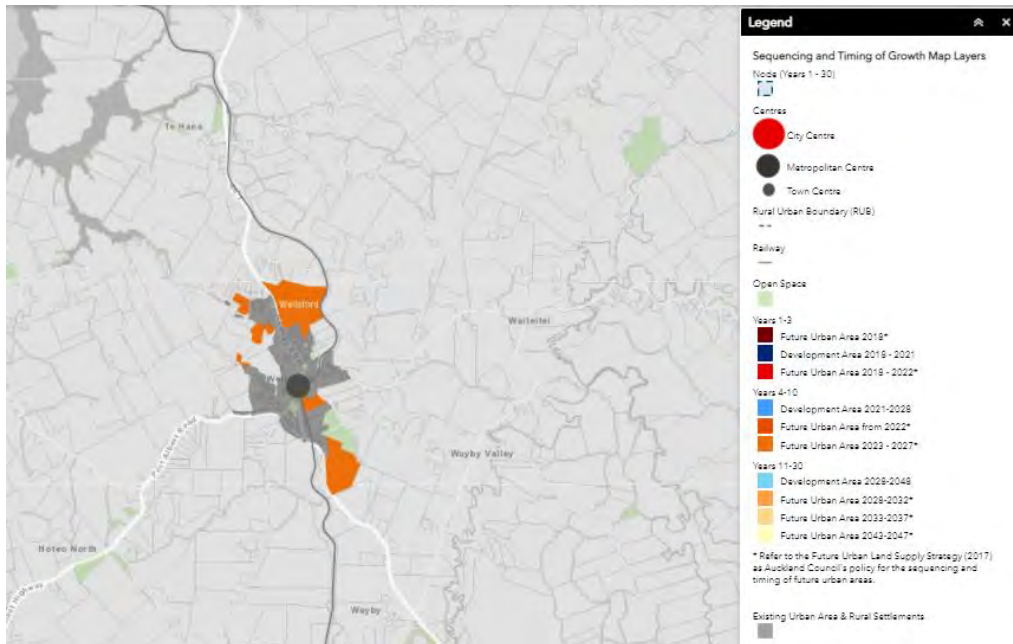


Figure 8 Auckland Plan - Wellsford area

6.2.2 Future Urban Land Supply Strategy 2017

The council’s Future Urban Land Supply Strategy (**FULSS**), refreshed in July 2017, implements the Auckland Plan and gives effect to the NPS on Urban Development by identifying a programme to sequence future urban land over 30 years. The strategy relates to greenfield land only and ensures there is 20 years of supply of development capacity at all times and a seven-year average of unconstrained ‘development ready’ land supply. ‘Development ready’ land is land with operative zoning and bulk services in place such as the required transport and water infrastructure.

The FULSS informs the council’s infrastructure funding priorities and feeds directly into the council’s long-term plans, annual plans and other strategic documents.

The 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).

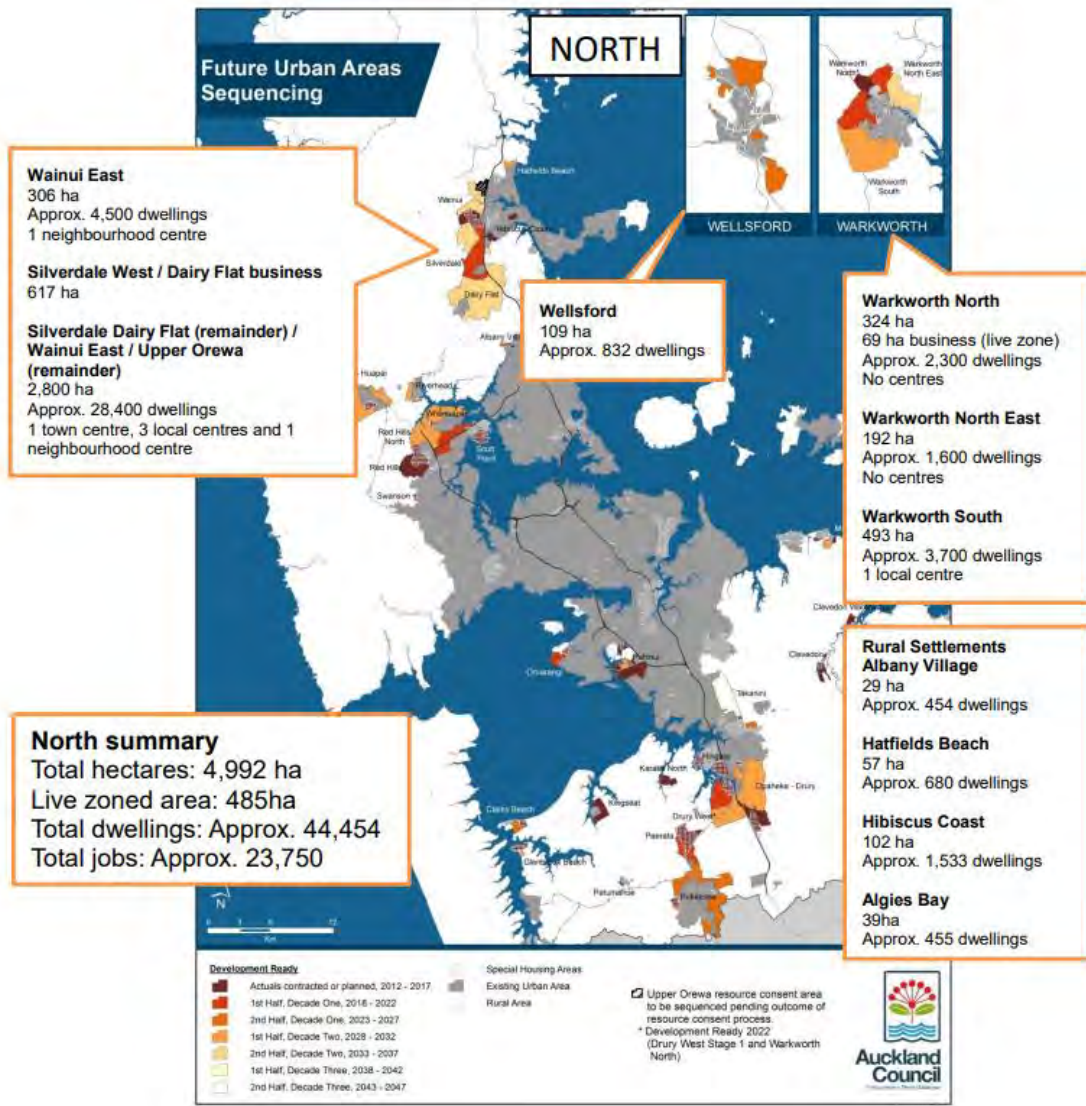


Figure 9 Future Urban Land Supply Strategy - North Map

The Future Urban Land Supply Strategy:

- Identifies Wellsford as **development ready** in the second half of Decade One, that being years 2023-2027; and
- Anticipates the total Wellsford Future Urban area identified in the July 2017 strategy as having an approximate capacity of 832 dwellings.

FULSS

Wellsford
2nd half, Decade One, 2023-2027

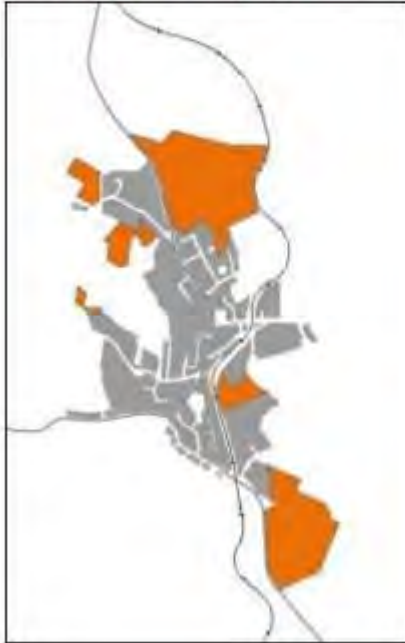


Figure 10 Future Urban Land Supply Strategy - Wellsford

The Wellsford North Structure Plan and Plan Change area has been included within the FULSS as it is located in a strategic location for future growth, and is located within the Rural Urban Boundary. This Plan Change aligns with the timing anticipated for development within Wellsford in Auckland Councils FULSS.

6.2.3 Open Space and Community Facilities

6.2.3.1 General Policies and Action Plans

The Council has prepared various policies and action plans regarding the provision of community facilities and open space in Auckland, including:

- Open Space Provision Policy 2016;
- Parks and Open Spaces Strategic Action Plan 2013; and
- Community Facilities Network and Action Plan 2015.

These policies have been taken into account in preparing the open space strategy for the Plan Change area and determining future community facility needs. This is discussed further in Section 8 of the report below.

6.3 Regional Policy Statements and Plans

6.3.1 Auckland Unitary Plan (Operative in Part)

The AUP is the primary statutory planning document for Auckland. It is comprised of the Regional Policy Statement, Regional Coastal Plan, Regional Plan and District Plan. The AUP provides the regulatory framework for managing Auckland's natural and physical resources while enabling growth and development and protecting matters of national importance.

The Regional Policy Statement (**RPS**) sets out the overall strategic statutory framework to achieve integrated management of the natural and physical resources of the Auckland Region. The RPS broadly gives effect to the strategic direction set out in the Auckland Plan. Section 75(3)(c) of the RMA states that a District Plan must give effect to any Regional Policy Statement and Section 75(4)(b) states that a District Plan must not be inconsistent with a Regional Plan for any matter specified in Section 30(1) of the RMA.

A comprehensive assessment of the proposed rezoning against the relevant objectives and policies of the RPS are provided at **Appendix 4**. This demonstrates that the proposed rezoning will give effect to the RPS.

Of particular relevance to this Plan Change are the provisions relating to urban growth and the Future Urban Zone and B2.6 relating to Rural and Coastal Towns and Villages. A detailed assessment of these objectives and policies is provided below.

6.3.2 B2.2 Urban Growth and Form

B2.2.1 Objectives

(1) A quality compact urban form that enables all of the following:

- (a) a higher-quality urban environment;*
- (b) greater productivity and economic growth;*
- (c) better use of existing infrastructure and efficient provision of new infrastructure;*
- (d) improved and more effective public transport;*
- (e) greater social and cultural vitality;*
- (f) better maintenance of rural character and rural productivity; and*
- (g) reduced adverse environmental effects.*

(2) Urban growth is primarily accommodated within the urban area 2016 (as identified in Appendix 1A).

(3) Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.

(4) Urbanisation is contained within the Rural Urban Boundary, towns, and rural and coastal towns and villages.

(5) The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is integrated with the provision of appropriate infrastructure.

B2.2.2 Policies

Development capacity and supply of land for urban development

(1) Include sufficient land within the Rural Urban Boundary that is appropriately zoned to accommodate at any one time a minimum of seven years' projected growth in terms of residential, commercial and industrial demand and corresponding requirements for social facilities, after allowing for any constraints on subdivision, use and development of land.

(2) (a)-(i) Not applicable

(3) Enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 structure plan guidelines.

Quality Compact Urban Form

(4) Promote urban growth and intensification within the urban area 2016 (as identified in Appendix 1A), enable urban growth and intensification within the Rural Urban Boundary, towns and rural and coastal towns and villages, and avoid urbanisation outside these areas.

(5) Enable higher residential intensification:

(a) in and around centres;

(b) along identified corridors; and

(c) close to public transport, social facilities (including open space) and employment opportunities.

(6) Identify a hierarchy of centres that supports a quality compact urban form:

(a) at a regional level through the city centre, metropolitan centres and town centres which function as commercial, cultural and social focal points for the region or sub-regions; and

(b) at a local level through local and neighbourhood centres that provide for a range of activities to support and serve as focal points for their local communities.

(7) Enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth in ways that do all of the following:

(a) Support a quality compact urban form;

(b) Provide for a range of housing types and employment choices for the area;

(c) integrate with the provision of infrastructure; and

(d) follow the structure plan guidelines as set out in Appendix 1.

(8) Enable the use of land zoned future urban within the Rural Urban Boundary or other land zoned future urban for rural activities until urban zonings are applied, provided that the subdivision, use and development does not hinder or prevent the future urban use of the land.

(9) Not applicable

Assessment

- The Plan Change supports a quality compact urban form, by enabling urbanisation of land that is immediately adjacent to the existing Wellsford urban area. The proposed zoning pattern will enable provision of a range of housing types, and the proposed neighbourhood centre will provide local employment opportunities.

- The Plan Change has been informed by the Wellsford North Structure Plan which has been developed in accordance with the structure plan guidelines set out in Appendix 1 and therefore gives effect to policy B2.2.7(d).
- The Plan Change includes a transport upgrade trigger standard and a wastewater/water supply standard to ensure the provision of infrastructure is coordinated with development and therefore gives effect to policy B2.2.7(c).
- The proposal will facilitate improved social outcomes through including provisions that enable the establishment of a neighbourhood centre, open spaces, a variety of housing types (which will result in a variety of occupants ranging from families with children and working professionals as well as empty nesters and the elderly). This in turn will lead to greater social and cultural vitality. This gives effect to Objective B2.2.1(1)(e) and Policy B2.2.2(2)(e).
- The development will provide for greater productivity and economic growth through providing for residential growth and commercial activities. Residential growth would be provided for adjacent to an existing residential area and the proposed neighbourhood centre would provide local services for the community. This gives effect to Objective B2.2.1(1)(b) and Policy B2.2.2(5) and (6).
- Better maintenance of rural character and rural productivity can be achieved by utilising the railway line as a natural topographical edge of the urban area. On the northern boundary a stream provides a natural boundary which forms a suitable urban edge. The PPC retains a Rural-Countryside Living buffer between the urban area and rural production land to the north. This gives effect to Objective B2.2.1(4).

Overall, the PPC gives effect to the relevant Urban Growth and Form objectives and policies.

6.3.3 B2.6 Rural and Coastal Towns and Villages

Section B2 of the RPS identifies the issues, objectives and policies governing urban growth and form within the Auckland Region. The relevant provisions relating to the proposed expansion of the existing Wellsford rural town as proposed in this PPC are addressed below.

B2.6.1 Objectives

(1) Growth and development of existing or new rural and coastal towns and villages to be enabled in ways that:

(a) avoid natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage or special character unless growth and development protects or enhances such values; and:

Assessment

The potential development of the land does not affect any scheduled items, any significant ecological areas or mana whenua sites. The development will enhance and retain non-scheduled natural and physical resources of the site including the streams, wetlands and the stand of mature Totara trees which have moderate ecological value. The land is not located within immediate proximity to the coastal marine area.

(b) Avoid elite soils (added LUC 1) and where practicable prime soils (added LUC 2 and 3) which are significant for their ability to sustain food production:

Assessment

The Rural - Countryside Living and Rural – Rural Production zoned land is currently used for pastoral grazing. A Soil and Land Use Capability assessment (refer to **Appendix 14**) has been undertaken to assess the productive potential of the land. The analysis concludes that the land does not have high productive agricultural value. There are no elite or prime soils. The rural land that is proposed to be rezoned Residential -Large Lot within the southern portion of the Plan Change area is currently zoned Rural – Countryside Living and therefore is not currently in productive use.

(c) Avoid areas with significant natural hazard risks:

Assessment

A geotechnical assessment and flood assessment (refer to **Appendix 8** and **Appendix 11**) have been undertaken as part of the technical evaluation of the Plan Change area. No significant natural hazard risks have been identified on the land that is to be developed under this PPC.

With regard to general geotechnical matters, the assessments to date confirm that structural stability construction methodologies will ensure any structures are safely constructed and therefore natural hazard risk can be avoided.

With regard to potential flooding and overland flow natural hazards, the stream, watercourse and overland flow channels proposed as part of future development will ensure such events are minimised. The proposed Stormwater Management Plan confirms this.

Therefore, it is considered that any areas with significant natural hazard risks are avoided and other natural hazard risks are appropriately addressed.

(d) Are consistent with the local character of the town or village and the surrounding area:

Assessment

The current Wellsford area is characterised by low density detached dwellings on single lots.

The PPC includes a variety of residential zones. These have been coordinated to ensure complementarity to the character of the existing town while also enabling opportunities for greater housing capacity and choice to promote efficient use of greenfield land. The Neighbourhood Design Assessment prepared for the PPC (refer to **Appendix 6**) confirms that the proposed development outcomes will be complementary to the character of Wellsford and will result in positive design outcomes for not only the PPC land but also the wider locality.

(e) Enables development and use of Mana Whenua resources for their economic well-being.

Assessment

Consultation and engagement with Ngāti Manuhiri and Ngāti Wai has included a site visit with representatives to discuss the Structure Plan and proposed Plan Change. Ngāti Manuhiri have

prepared a supportive Cultural Values Assessment. This assessment will be addressed in detail as part of any future plan change for the land.

In addition, several other Iwi have been contacted to determine whether they are interested in engaging on this project. The other Iwi contacted are:

- Ngāti Maru
- Ngāti Whātua o Kaipara
- Ngāti Whātua Ōrākei
- Te Kawerau ā Maki
- Te Rūnanga o Ngāti Whātua
- Te Uri o Hau
- Ngāti Te Ata

Should any of these Iwi express an interest in being consulted and engaged in the project, consultation with these parties will be progressed and included as part of the ongoing Plan Change consultation process.

(2) Rural and Coastal towns and villages have adequate infrastructure

Assessment

The engineering analysis undertaken (refer to **Appendix 10**) confirms that the urban development enabled by the PPC will have adequate infrastructure to service the staged nature of the development. Discussions are underway with Watercare Services Limited who have confirmed that the development enabled by the Plan Change can be serviced by a new wastewater treatment plant which is going to be constructed in Wellsford. Watercare Services Limited and Wellsford Welding Club are entering into an infrastructure funding agreement which provides a delivery mechanism for the required upgrades of the Wastewater treatment plant to provide capacity for the development within the Plan Change area.

In terms of transport, transport modelling has been undertaken in order to confirm transport infrastructure upgrades required. It is also noted that the transport improvements and required infrastructure are fully funded and do not require funding from Auckland Council.

B2.6.2 Policies

The associated policies that give effect to the above objectives are outlined below. In summary the policies seek to:

- (1) Require the establishment of new or expansion of existing rural and coastal towns and villages to be undertaken in a manner that:

 - a) Maintains or enhances the character of any existing town or village*
 - b) Incorporates adequate provision for infrastructure*
 - c) Avoids locations with significant natural hazard risks where those risks cannot be adequately remedied or mitigated**

- d) Avoids elite soils (LUC 1) and avoids where practicable prime soils (LUC 2 and 3) which are significant for their ability to sustain food production*
- e) Maintains adequate separation between incompatible uses*
- f) Is compatible with natural and physical characteristics including the coastal environment*
- g) Provides access to the town or village through a range of transport options including walking and cycling*

Assessment

The majority of the above policies give effect to the matters raised in objectives relating to urban growth of rural towns that are considered above. The PPC provisions and analysis undertaken within the associated technical reports ensure the above policy outcomes are achieved. The PPC provisions and plans identify individual sub-precincts, proposed land use zoning, pedestrian, collector road network as well as the proposed and indicative open space network.

Additionally, the above policy requires consideration of access through a range of transport options. Transport options such as improved roads and enhanced walking/cycling facilities have been considered (in addition to roading upgrades) and form part of the Integrated Transport Assessment (refer to **Appendix 7**) and are included in the PPC.

The PPC also ensures adequate separation distances are provided for potentially incompatible uses. For example, urban development is adequately separated from streams and their margins and the coastal edge. Specific methodologies will be employed to ensure any construction related effects (including erosion and sediment management measures) and stormwater discharges are avoided, remedied or mitigated to ensure the protection of sensitive receiving environments and habitats.

Furthermore, the proposed rezoning of the northern portion of the Plan Change area to Rural – Countryside Living will complete the lifestyle living buffer that surrounds Wellsford. This will reduce a potential for reverse sensitivity.

(2) Avoid locating new or expanding existing rural and coastal towns and villages in or adjacent to areas that contain significant natural and physical resources, that have been scheduled, unless growth and development protects or enhances such resources by including any of the following measures:

- a) The creation of reserves*
- b) Increased public access*
- c) Restoration of degraded environments*
- d) Creation of significant new areas of biodiversity*
- e) Enablement of papakainga, customary use, cultural activities and appropriate commercial activities.*

Assessment

There are no scheduled items within or in proximity to the land that is proposed to be rezoned for urbanisation. Regardless, the PPC includes provision for the measures listed in this policy, by providing for reserves and the potential for increased public access including public roads/footpaths/cycle paths over land that is currently private property.

Further, from an ecological perspective, the PPC requires identified streams, waterways and riparian margins to be protected, restored and enhanced as part of the development of the land. The restoration of these areas will create significant new areas of biodiversity through the removal of pests and weeds, replanting, maintenance and protection.

(3) Enable the establishment of new or significant expansions of existing rural and coastal towns and villages through the structure planning and plan change process in accordance with Appendix 1 Structure Plan guidelines.

Assessment

The Wellsford North Structure Plan is attached to this PPC request (refer to **Appendix 3**) and it addresses the structure planning requirements set out in Appendix 1 of the AUP. The Structure Plan maps and technical reports address the Appendix 1 Structure Plan guidelines and support the expansion of the Wellsford rural town. The PPC is in accordance with the Structure Plan and provides additional detailed technical assessment that supports the expansion of the Wellsford rural township and ensures the required infrastructure and transport upgrades are coordinated with development within the precinct.

(4) Enable small scale growth of and development of rural and coastal towns without structure planning.

Assessment

Small scale growth is not proposed within the PPC and therefore this policy does not apply.

(5) Enable papakainga, marae, customary use and cultural activities and appropriate commercial activities on Maori land and on other land where Mana Whenua have collective ownership.

Assessment

There is no Maori land or land where Mana Whenua have collective ownership within the PPC land.

Overall, in terms of the relevant objectives and policies of B2.6, it is considered that an expansion of the Wellsford rural town gives effect to these RPS provisions. The policies enable significant expansions to existing rural towns through the structure plan process and subsequent plan changes. This approach is being followed for Wellsford North. Therefore, it is concluded that the urbanisation of Wellsford North as proposed within this PPC is consistent with the RPS and will give effect to it.

7.0 Development of the Structure Plan and Plan Change

7.1 The Wellsford North Structure Plan

In accordance with Policy B2.2.2(3) of the Regional Policy Statement, the proposed Plan Change has been prepared following the preparation of a Structure Plan that accords with the Structure Plan Guidelines at Appendix 1 of the AUP.

The Wellsford North Structure Plan has been prepared by WWC. The Structure Plan area is located inside the Rural Urban Boundary, and primarily applies to land that has been zoned Future Urban, as shown in **Figure 11** below.

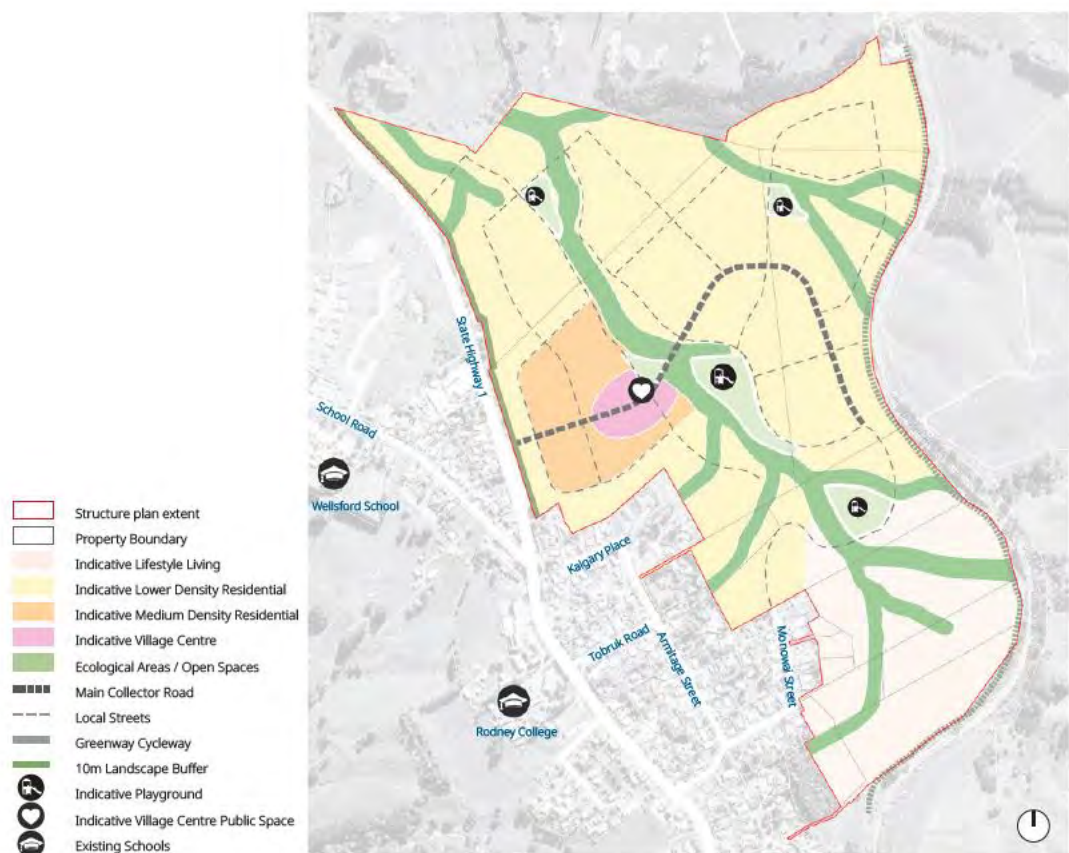


Figure 11 Wellsford North Structure Plan (2022)

The Structure Plan sets out how Wellsford North can be comprehensively developed over the next 20 years to integrate with the existing Wellsford settlement. The Structure Plan has been informed by technical reports across the wide range of disciplines required to be addressed in Appendix 1 to the AUP, engagement with mana whenua, key infrastructure providers, and Auckland Council.

The Wellsford North Structure Plan document is included at **Appendix 3**.

7.2 Structure Plan Area

The Wellsford North Structure Plan area encompasses 78.5 ha of land, and includes all Future urban zoned land north of Wellsford, as well as the Rural Production zoned land to the north up to the permanent stream, and the Rural Countryside Living zoned land to the south, bounded by the existing Wellsford Urban area and the North Auckland Railway Line, as shown in **Figure 12** below.

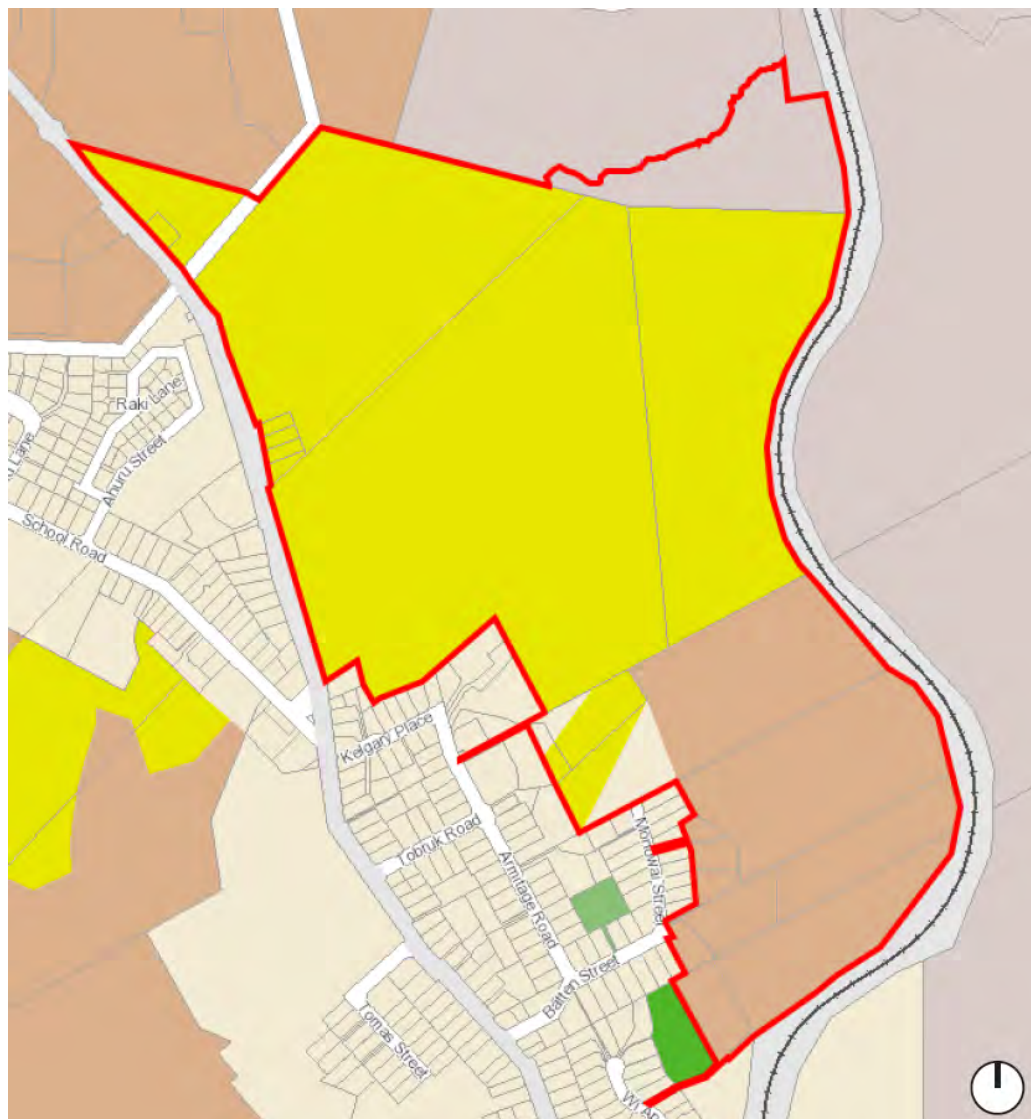


Figure 12 Wellsford North Structure Plan area

7.3 Consultation and Engagement

Consultation and engagement on the future development of the Wellsford North Structure Plan area has been undertaken with a number of persons/organisations, and is detailed in the Consultation Summary Report (refer **Appendix 5**). These include the following:

- Auckland Council planning officers, Urban Design staff and Healthy Waters staff;
- Waka Kotahi;
- Watercare Services Limited;

- Ngāti Manuhiri and Ngāti Wai;
- Kāinga Ora; and
- Public Open Consultation Day (11 April 2022).

Engagement correspondence was sent to the nine iwi authorities who have expressed interest in the area on 20 July 2021, outlining the details of the proposal. A response was received from both Ngāti Manuhiri and Ngāti Wai. Representatives of these Iwi were met on the site on Wednesday 16 February 2022, and Ngāti Manuhiri have since provided a cultural values assessment report in support of both the Wellsford North Structure Plan and Plan Change proposals.

The purpose of the community information evening held on 11 April at the Wellsford Community Centre was to gain feedback on the proposed land use scenarios, proposed infrastructure and roading initiatives, proposed in the Wellsford North Structure Plan, developing concepts and to provide opportunities to better understand the local communities views.

The overall feedback was extremely positive and supportive, with comments such as:

“This is exactly what the town is needing.”

“The town needs development and this is a great step in the right direction. The town lacks depth in the housing stock, particularly in the medium density 1000-2000m² sections for families.”

“Fantastic development because it will enhance the rural feel of our town. The walkways that run along the stream, the circular nature of the internal connector roads, keeping the trees and open spaces beside the roads all contribute to an open rural feel for this development. I commend this developer and his team for their considered approach to maintaining the rural vibe of Wellsford. The vision I have been shown supports a very unique countryside space that Wellsford can grow into.”

“Fully support the proposed development. Giving the growth required to maintain the local town and businesses.”

“Make the centre special.”

“I would hope that development can be done with options for larger plots from 1000-1500m² for those who are looking to build a larger home with space for family.”

“Looks great.”

Consultation has been wide ranging and WWC will continue to work with stakeholders as the project progresses.

8.0 Assessment of Environmental Effects

The following section of the report provides an assessment of the actual and potential effects that the proposed Plan Change may have on the environment. This assessment is based on analysis and reporting undertaken by various experts, which are attached as appendices to this report.

8.1 Transport

An Integrated Transport Assessment (ITA) has been undertaken by Commute Transportation in support of the Plan Change and is included at **Appendix 7** to this report. The ITA addresses the extent to which the planned transport network and required upgrades will promote integrated land use and transport outcomes.

8.1.1 Access to the Plan Change area and Proposed Transportation Network

Access to the Plan Change area is proposed to be provided through a new intersection between the new collector road and Rodney Street (SH1) as well as a secondary access via a new connection through to Monowai Street.

The location of the new intersection on Rodney Street has been selected to optimise the sightlines available taking into consideration the vertical geometry along Rodney Street in this location. Both the proposed new intersection and the Monowai Street intersection will be fed by a network of proposed roads, including one collector road through the site which will link the two accesses.

The Plan Change area is proposed to be serviced by a combination of a main collector and local roads. The indicative location of the collector road and where this will intersect with the existing road network is shown indicatively on proposed Precinct Plan 1 (refer **Appendix 1**). The location of these roads is principles-based and is not intended to be precise. It is expected that the location of these roads would be confirmed through the resource consent process.

The Plan Change also includes provisions to guide the location and layout of the road network to ensure these achieve a highly connected street layout that integrates with the surrounding transport network.

Assessment of the movement network in Wellsford North for people, cyclists and cars are included by way of assessment criteria with reference to Precinct Plan 1. This will ensure that a highly integrated, safe and accessible movement network for all transport modes is provided within the precinct.

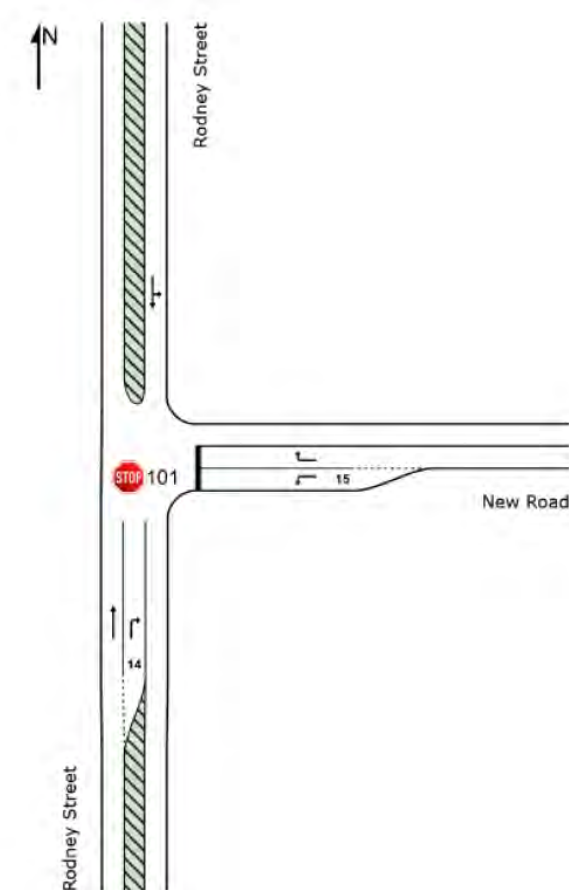


Figure 13 Proposed layout of the new intersection with Rodney Street

8.1.2 Additional upgrades required

Transport modelling has been undertaken to assess the effects of the proposed developments within the live zone portion of the plan change area on the external transport network. The transport modelling has taken a conservative approach as vehicle movements through Wellsford is likely to reduce given that Waka Kotahi is in the process of securing land for the Warkworth to Wellsford section of the Puhoi to Wellsford project. This project is anticipated to reduce vehicle volumes on Rodney Street by providing a new State Highway which bypasses Wellsford.

In general, the modelling concludes that both the new intersection onto Rodey Street as well as the Batten Street intersection will operate acceptably and provide the required access to and from the Plan Change area.

The ITA identifies that the transport network surrounding the Plan Change area has current deficiencies largely attributed to the fact that the roads in general are a rural standard. The ITA identifies the following upgrades which are considered to influence the operation of the surrounding transport network for the Plan Change:

Direct effect

- Collector Road network within the site should be provided.
- Intersection of Collector Road and Rodney Street.

Other projects

- New shared path pedestrian and bicycle connection to the Rodney Street underpass. It is noted that the indicative Greenway Plan shows this to be on Armitage Road and Tobruk Road, however other options could be explored.

The proposed precinct provisions require the new intersection onto Rodney Street prior to any development within the Plan Change area. There are also requirements for the key collector road.

8.1.3 Summary

The effects of the Plan Change on the existing and future transport network have been assessed in the ITA and are determined to be acceptable. The ITA has shown that extent of development enabled by live zoning in the plan change area can be accommodated on the surrounding road network while maintaining acceptable levels of safety and efficiency with the identified transport infrastructure upgrades. The Plan Change will enhance accessibility of all modes of transport within Wellsford North by providing a connected an integrated road network which provides for cyclists and pedestrians and creates linkages to the existing Wellsford Settlement.

8.2 Vegetation and Ecology

An Ecological Assessment prepared by Bioresearches has been undertaken to support the Plan Change and is included as **Appendix 9** to this report. This includes an assessment of ecological values of freshwater and terrestrial ecosystems.

8.2.1 Aquatic and Freshwater Ecology

Bioresearches have prepared an assessment of potential freshwater ecology effects that may result from development within the Plan Change area. The freshwater features on the site are shown in **Figure 14** below.

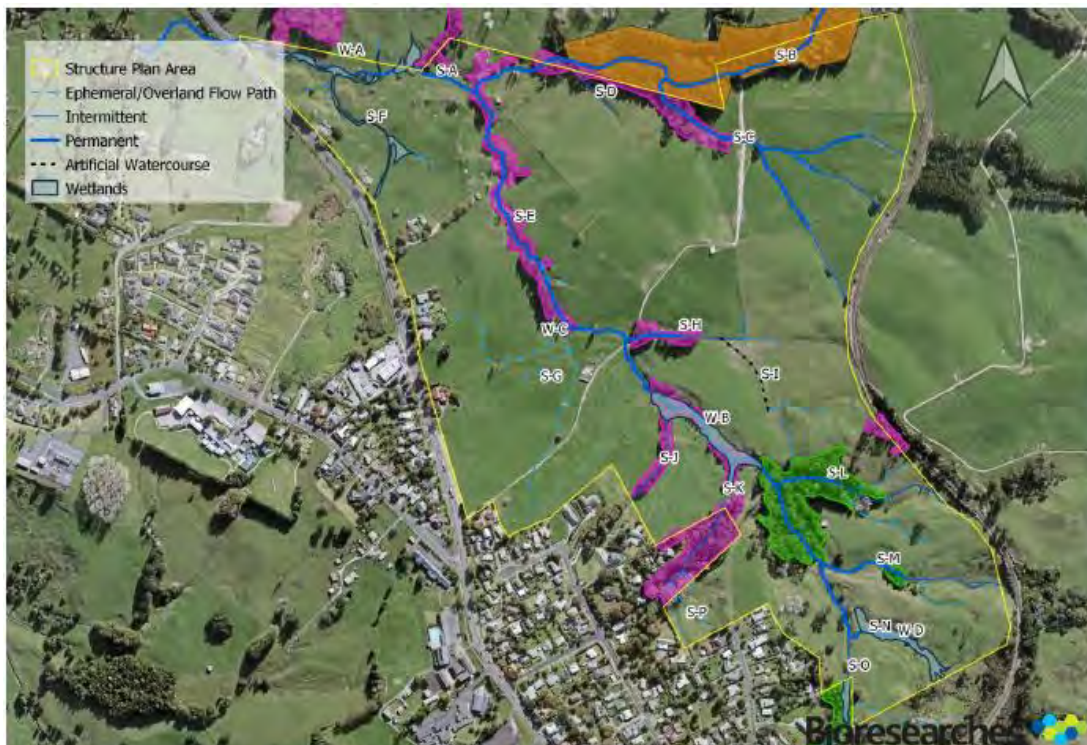


Figure 14 Freshwater features identified on the site, including the permanent intermittent or ephemeral status of streams and wetland areas (Source: Bioresearches)

Numerous streams were identified within the Plan Change area. One main permanent stream flows from the south of the site to the north and generally bisects the site in half. All other streams identified within the site were tributaries of this main stream. The catchments within the site feed the Whakapirau Creek, which eventually drains to the Kaipara Harbour via the Oruawharo River.

All the streams within the Plan Change area have been highly modified and impacted through historic and current agricultural practices. Stock have access to the majority of the streams and many streams have been straightened, deepened and maintained to optimise the drainage of the surrounding land.

A number of ephemeral streams or overland flow paths were identified within the Plan Change area. These overland flow paths were classified as ephemeral reaches and due to the complete lack of freshwater habitat these reaches were considered of negligible ecological value.

Four wetlands were identified by Bioresearches within the Plan Change area. The wetlands were identified and classified using the latest MfE wetland protocols and guidance.

All wetlands have low ecological value, with the exception of wetland W-B (see **Figure 14** above) which was considered of moderate ecological value, due to its relatively large size and high hydrological variation. However, its low native diversity and low structural complexity reduced the overall value.

The Wellsford North Structure Plan, which this Proposed Plan Change is consistent with, seeks to incorporate approximately 90% of all intermittent and permanent streams into the public ecological and open space areas. In addition, the Structure Plan avoids any direct impacts on natural wetlands and seeks to incorporate them into the public ecological and open space areas.

The proposed Wellsford North Precinct provides the opportunity to significantly enhance and protect the freshwater systems through the inclusion of the riparian margin standard, requiring permanent and intermittent streams to be planted to a minimum width of 10m either side.

The remainder of the streams will be within private land and subject to the AUP's objectives, policies and rules.

Earthworks within the Plan Change area have the potential to create an uncontrolled discharge of sediment laden water which can impact water quality of receiving watercourses. In this case, implementation of an erosion and sediment control plan that is designed and maintained in accordance with Auckland Council GD05 - Guidance for Erosion and Sediment Control will be appropriate to deal with effects of sedimentation from earthworks. This can be dealt with through the resource consent process via the rules in Chapter E11 Land disturbance – Regional and Chapter E12 Land disturbance – District within the AUP.

The proposed urban land use will change the type of contaminants entering the stream environment, with an expected reduction in nutrients and increase in heavy metals and hydrocarbons associated with impervious surfaces. These contaminants can impact aquatic flora and fauna and the way that streams function as a whole. The approach to managing the effects on freshwater quality as a result of stormwater runoff is discussed below.

Overall, it is considered that the impacts of the urbanisation of land within the Plan Change area can be managed to mitigate or offset any adverse effects on aquatic and freshwater quality within the Plan Change area. Furthermore, the Plan Change presents an opportunity to restore and enhance the aquatic and freshwater quality values in the Plan Change area.

8.2.2 Terrestrial Ecology

Bioresearches have also assessed the sites vegetation cover which has been classified and mapped, as shown in **Figure 15** below.



Figure 15 Main vegetation types within the Structure Plan area (Source: Bioresearches)

Vegetation within the Plan Change area is predominately exotic pasture, exotic trees and shrubs. No Significant Ecological Areas (SEA) or notable trees are identified within the Plan Change area.

A relatively small pine plantation is located along the northern boundary of the Plan Change area (identified as orange area in **Figure 15**). Due to the monoculture exotic canopy, the high abundance of exotic species including pest plant species and the low diversity of native species, the pine plantation was considered to be of negligible terrestrial and botanical value.

Narrow pockets of mixed exotic vegetation are scattered throughout the Plan Change area (identified as pink in **Figure 15** above). The majority of these patches of exotic vegetation are associated with the riparian margins of streams. Due to the high abundance of exotic species including pest plant species within the understorey, the high edge effects and the low diversity of native species, the mixed exotic vegetation was considered to be of negligible terrestrial and botanical value.

The only example of predominantly indigenous vegetation in the Plan Change area, that is likely to have potential value as habitat for native species is an approximate 1.8 hectare area of regenerating native podocarp forest (identified as green in **Figure 15**). The vegetation within this area forms the riparian margin of two streams and consists of a canopy of predominately tōtara. Although native species were dominant, there was a high abundance of exotic vegetation within the canopy, including pines, brush wattle and Chinese privet. The understorey appears damaged from grazing/browsing by stock and pests, and is made up of māpou, Carex species, hangehange and multiple ground fern species. Exotic species were also abundant, including pest plant species such as, arum lily, tradescantia, woolly nightshade and blackberry. The ecology assessment finds that while this area is of moderate terrestrial and botanical value the exotic species, many of which are considered pest plants, along with the damaged understorey, decreased the value.

The Plan Change will result in loss of vegetation to facilitate land development however, this will be kept to a minimum and will be avoided where possible. In particular, the proposed assessment criteria seek to retain the stand of Totara. There is also considerable potential to restore habitats within the Plan Change area as part of the proposed riparian planting standard within the Plan Change.

On the basis of the above, it is considered that the potential effects of the rezoning proposal on the terrestrial ecological values of the Plan Change area will be acceptable, and are appropriately managed through the Auckland-wide provisions of the AUP.

8.3 Flooding and Stormwater Management

8.3.1 Stormwater Management

A Stormwater Management Plan (SMP) has been prepared by Woods, and is included as **Appendix 8** to this report. The SMP aims to align the proposed stormwater management approach for the Plan Change area with the requirements of the AUP, taking into account the catchment specific issues, constraints and opportunities.

8.3.1.2 Stormwater Management - Quality

The SMP states that water quality treatment will be provided for all the impervious areas included in the proposed development. The devices proposed to provide treatment will have GD01/TP10 performance standards.

Various devices were considered to fulfil the requirement. Selection of the device was done based on the constraints posed by the development site, workability with the masterplan and existing stormwater network. Finally, it was concluded that:

- Large communal bioretention devices are proposed for providing water quality treatment from all the impervious surfaces (excluding roof areas) within the development.
- Additionally, inert roofing material will be proposed for all the roofed areas within the development and re-use tanks which provides first flush treatment.

The stormwater quality provisions included within Chapter E9 of the AUP will apply within the Plan Change area. This will ensure that there are rules in place to manage the stormwater runoff quality from new impervious areas that have the potential to adversely affect waterways. Based on the proposal stated above, the SMP meets the water quality requirements stated in Network Discharge Consent for Greenfields site.

8.3.2 Stormwater Management – Flow

The PPC is not located within SMAF overlay as per the AUP. However, hydrology mitigation is proposed to be implemented for all impervious areas. This is to mitigate any increased stormwater runoff associated with the proposed development.

The SMP proposes the following devices as options for meeting retention and detention requirements:

Retention

- Private Area (Roofs) - Use of rainwater re-use tanks for collection of roof runoff.

- Public Areas and other private area (only hardstands and driveways) - Infiltration where feasible (infiltration rates greater than 2 mm/hr) and possible in a safe and effective manner using large communal bioretention devices.

-

Detention

- All Private and Public Areas – Large communal bioretention devices such as raingardens to provide detention.

Based on the proposal stated above, the SMP meets the hydrology mitigation requirements stated in Network Discharge Consent for Greenfields site and to ensure aquatic ecosystems remain healthy.

8.3.3 Stormwater Management – Conveyance

There are currently no piped stormwater networks within the Plan Change area. The proposed network will be designed in accordance with the Auckland Council Stormwater Code of Practice.

The primary stormwater runoff is be conveyed through stormwater networks up to 10-year ARI stormwater events.

The secondary flow, events greater than a 10-year ARI storm event and up to a 100-year ARI storm, will be conveyed along road corridor, conveyance channels and green spaces as overland flow paths. Overland flow path alignments will be dependent on the overall built environment and maintain existing discharge locations where possible.

Recommended design options for achieving performance standards include:

- Pipe network
- Swales
- Open channel
- Road corridor

Overall, it is considered that the proposed methods for the conveyance of stormwater will ensure that the effects of urban development within the Plan Change area are acceptable.

8.3.4 Flooding

The Plan Change area is identified on Council's GIS mapping system as being subject to overland flow paths and flood plains, and is within flood prone areas. A Stormwater Management Plan has been prepared by Woods, and is included as **Appendix 8**. The SMP reports on the flood risk assessment carried out within the Plan Change area to identify any flooding effects associated with development of the Plan Change area and whether there is any need to provide flood mitigation measures.

The flood modelling has been undertaken for the PPC and surrounding areas including a preliminary analysis of the culvert on State Highway 1. Pre- and post- development scenario model results and afflux plots indicate flooding is largely contained within existing water courses within existing flood extents. Hazard plots have also been created which indicate that any increase to the existing flood effects on State Highway 1 resulting from development within the Plan Change area will be less than minor.

The standard provisions in Chapter E36 of the AUP will apply to any development within identified flood plains and/or overland flow paths, which would sufficiently manage the effects of potential development in these areas. Therefore, any increases to flood levels can be minimised through optimising the design through the resource consent stage.

Overall, the stormwater assessment has concluded that the potential effects on flooding anticipated by the PPC are less than minor and will be appropriately mitigated.

8.4 Geotechnical

A Geotechnical Report has been prepared by Tonkin + Taylor to inform the Proposed Plan Change and a copy is included as **Appendix 11** of this report.

It has been assessed that the ground conditions within the Plan Change area are generally suitable for development. Slope stability presents the largest risk to development. Risks associated with land stability can be suitably managed through earthworks and retaining design and site-specific investigation and foundation design.

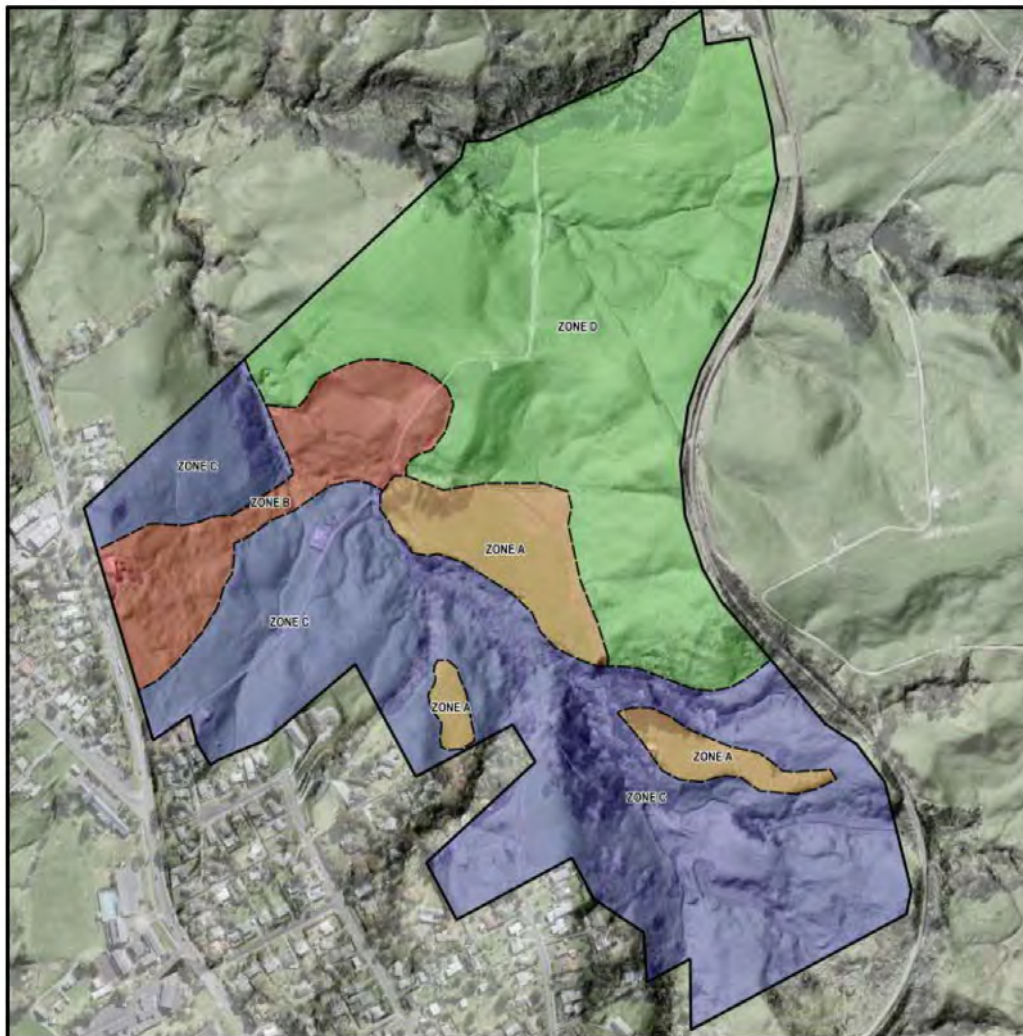


Figure 16 Geological zones (Source: Tonkin & Taylor)

The geotechnical implications of the Plan Change area can be described across four main areas, mapped as Zones A-D in **Figure 18** above.

In summary:

- Zone A: Development within this Zone is achievable but requires confirmation of ground conditions and may require assessment of liquefaction vulnerability and slope stability where development near steep slopes is proposed.
- Zone B: Development within this Zone is possible but requires confirmation of ground conditions, slope stability assessment and earthworks design.
- Zone C: Development within this Zone is possible but requires confirmation of ground conditions. Depending on the chosen development density, suitable building platforms will need to be identified. This is likely to entail site specific geotechnical investigation and design.
- Zone D: Development within this Zone is achievable but requires confirmation of ground conditions and a better understanding of the inferred dormant features to confirm the most suitable method of development. This is likely to entail site specific geotechnical investigation, monitoring and design. Flexibility to reduce the proposed lot densities within some areas of this zone is considered prudent at this stage.

The geotechnical assessment concludes that the Plan Change area is suitable for residential development, and that additional site-specific geotechnical investigation and design will be required to better understand local ground conditions.

Based on the findings of the report, it is considered that the land conditions are generally suitable for urban development and can be appropriately managed through the future resource consent process.

8.5 Land Contamination

A preliminary Land Contamination Assessment report has been prepared by Environmental Management Solutions, and is included as **Appendix 12** to this report. Overall, the Land Contamination Assessment concludes that the majority of the Plan Change area can be considered fit for the intended residential and commercial land uses.

The Land Contamination Assessment confirmed that no contamination information is held for any of the properties within the proposed Plan Change area, however, it is noted within reporting, that due to the adjacent railway on the eastern boundary, there is the potential for uncertified/non-engineered fill to be present on properties adjoining this.

A review of historical aerial photography and property records, and a site walkover have identified that the land has generally been used for pastoral grazing purposes historically and is generally considered suitable for the intended land use. There are however, several areas within the proposed Plan Change area, where HAIL activities may have occurred and further investigation of the land at these locations should be carried out prior to any site development. These include:

- The southern portion of the plan change area to be rezoned for Large Lot residential development and as such, Cadmium screening associated with the historic and prolonged application of super phosphate application to the pastoral land (which has included dairy farming activities), is a consideration. Screening across the pastoral land in this portion of the

development area is recommended to ensure that Cadmium levels can meet the applicable Soil Contaminant Standard set by the NES.

- There are several existing buildings within the plan change area that were constructed in the 1970's and during the timeframes where leaded paint was still widely in use and construction materials may have contained asbestos. No asbestos in deteriorated condition was noted during site inspection. Aged construction materials have the potential to leach lead from old paint into surrounding soils.
- The potential for contamination in relation to soils adjoining the railway on the eastern boundary of the site, including any uncertified soils has also been considered due to the potential for migration of contaminants into surrounding soils from railway activities.

It is likely that further detailed site investigation will be required where HAIL activities have been identified, in the form of a detailed site investigation prepared by a suitably qualified and experienced practitioner (SQEP) in accordance with the provisions set out within the current edition of the Ministry for the Environment Contaminated Land Management Guidelines.

Accordingly, any soil disturbance, change in land use or subdivision on this land will likely be subject to the provisions of the NESCS and may require resource consent under the provisions of the standard.

8.6 Soils

A preliminary desktop soil and land use capability assessment has been undertaken by Landsystems who are soil quality experts. The Landsystems report has found that the Plan Change area is unlikely to be underlain by elite or prime soils due to the slopes within the site and limitations to soil drainage, as shown in **Figure 19** below.

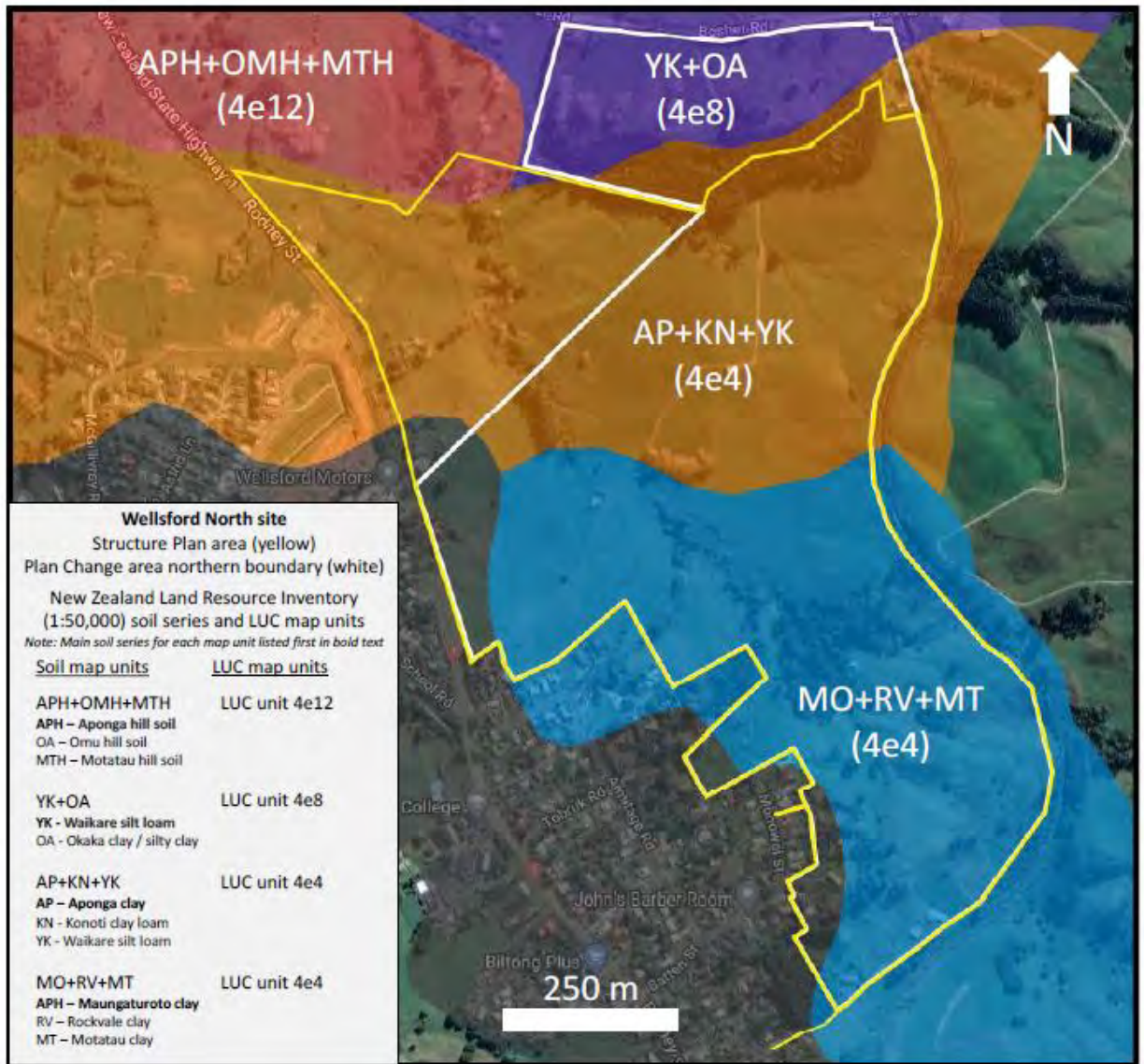


Figure 17 NZLRI soil and LUC map units for the Wellsford North site

Based on the soil map information provided by the NZLRI and Smap, the soils are predominantly imperfectly to poorly drained across the site. There may be small areas of moderately well drained soil, however, there are likely to be limited in extent.

The slope classes provided by the NZLRI indicated slopes are predominantly greater than 7 degrees.

For land to be considered land containing elite soils, the LUC Class must be LUC 1, slopes must be flat to gently undulating (0-3° slopes) and have good soil drainage (moderately well to well drained).

Based on the information available and used in the preliminary desktop assessment, it is very unlikely that the Plan Change area has land containing elite soil, due to slopes being greater than 0-3° and/or imperfect and poor soil drainage.

For land to be considered land containing prime soils, the LUC Class must be either LUC 2 or LUC 3, and slopes must be flat to gently undulating, undulating, or rolling (0-15° slopes) and have good soil drainage (be moderately well to well drained).

Based on the information available and used in the preliminary desktop assessment, it is unlikely that the Plan Change area has land containing prime soil, due to areas with slopes greater than 15 degrees, soil drainage limitations and the predominance of clay subsoils.

The Land Use Capability Assessment prepared by Land Systems concludes that it is most likely that the Plan Change area is classed as other productive land according to the AUP definition of land containing elite and prime soil, and therefore the proposal to rezone the land zoned Rural - Production zone to Rural – Countryside living zone is considered appropriate.

8.7 Servicing

An infrastructure report prepared by Hutchinson Consulting Engineers details how the Plan Change area can be serviced and is included at **Appendix 10** to this report. The specific servicing requirements are detailed below.

8.7.1 Wastewater

The existing wastewater network in Wellsford is currently under capacity and cannot cater for the entire Plan Change area however discussions are underway with Watercare Services Limited who have confirmed that the development enabled by the Plan Change can be serviced by a new wastewater treatment plant which is going to be constructed in Wellsford.

Watercare Services Limited and Wellsford Welding Club are entering into an infrastructure funding agreement which provides a delivery mechanism for the required upgrades of the Wastewater treatment plant to provide capacity for the development within the Plan Change area.

The Wellsford Wastewater Treatment Plant renewals has been identified as a listed project in the Watercare Asset Management Plan. Watercare Services Limited has identified the Wellsford Wastewater Treatment Plant as a project for investment due to the need to meet growth projections in the north-east, aligning with Auckland Councils priority areas.

8.7.2 Water Supply

There are several connection points into the public network that are readily available for the proposed plan change development.

Watercare Services Limited have confirmed that the existing water supply network can cater for the proposed plan change area.

8.7.3 Other Utilities

Chorus has confirmed that there is sufficient capacity within the existing telecommunications network to service the proposed plan change area and the potential future residential development enabled by this plan change.

Vector have confirmed that there is sufficient capacity within the existing network to service development enabled by the proposed plan change, without significant upgrades required to their network. An application would however need to be made to secure the capacity for the subdivision.

8.8 Urban Form and Quality Built Environment

The Neighbourhood Design Statement (**NDS**) prepared by Barker & Associates has informed the Wellsford North Structure Plan and the Proposed Plan Change (refer **Appendix 6**). The NDS identifies the opportunities and constraints associated with the wider Wellsford North Structure Plan area, and develops a series of design principles, which the zoning pattern responds to. There are copied as below as follows:

Integrated and connected

A high level of connectivity allows people to readily access friends and places both within and around their neighbourhood. This provides good local access with a choice of routes, and excellent multi-modal movement including for people walking or cycling as well as driving. Connections to SH1, Wellsford School and Rodney College across it, and to the town centre are critically important.

Diversity and choice

Facilities that allow for social interaction including recreational open spaces will be a focus for the local community to develop upon. A range of lot sizes from small urban lots in high amenity locations to large rural residential lots in challenging and relatively inaccessible areas contributes choice and diversity.

Quality public realm

A fit for purpose, safe and readily maintainable network of open spaces provides a variety of recreational opportunities for the community, is readily accessible to all and meets Council open space expectations.

Environmentally responsive

Designing urban areas so they reduce the impacts of urban activities on the environment – such as treating stormwater, improving energy and water efficiency and reducing carbon emissions – makes these areas more sustainable.

Landscape Character

The site has a recognised landscape character, established by significant and mature trees, gully systems, northern aspect and streams. Subdivision elements will be spatially organised to enhance, maintain and protect landscape elements, views within, into and out of the site area creating a unique sense of place.

These design principles directly underpin the proposed design response for Wellsford North, including the distribution and location of zones, the location of roads and connections and the open space network. They respond to the key characteristics of the Plan Change area and build on the urban design and placemaking objectives of the AUP and Auckland Design Manual. In the context of achieving a quality-built environment, the proposal will:

Respond to intrinsic qualities:

The proposed zoning layout responds to site-specific conditions effectively, including concentrating densities in the centre of the site adjacent to the future Collector Road and Neighbourhood Centre, retaining the existing stream network where possible and optimising the location of roads to achieve a highly connected development.

Hierarchy of centres:

The plan change proposes a 0.9ha Neighbourhood Centre, to provide for the daily convenience needs of both future residents and existing residents within walking distance of their homes, while creating a community heart for the development that will provide local employment opportunities, whilst not competing with or detracting from the existing established Wellsford Town Centre.

Housing Choice:

The Plan Change proposes three different residential zones (Residential – Large Lot, Single House and Mixed Housing Suburban zones this will foster housing diversity and choice. A range of housing typologies are enabled by the Mixed Housing Suburban zone, and the Single House zone with an amended minimum net site area of 300 m². The Large Lot zone is proposed where there are constraints associated with the site, in turn promoting a diverse mix of housing choices by providing for a range of densities and living opportunities within Wellsford North.

Resource and infrastructure efficiency:

The Plan Change seeks to apply zones that ensure infrastructure is used efficiently. Specifically, zones have been identified based on proximity to services, SH1, open space amenity and site topography.

Safety of site, street & neighbourhood:

Applying the Mixed Housing Suburban zone to the Plan Change area will ensure that future development contributes to the safety of the site, street and neighbourhood. This is achieved by requiring resource consent for multi-unit development, which will be assessed against matters that encourage buildings to address the street and provide an appropriate degree of activation and surveillance to it. Taking into account the existing rural environment, this is likely to result in development that enhances the safety of the street & neighbourhood beyond what currently exists in the surrounding area.

Quality of future street and block patterns:

The Wellsford North Structure Plan illustrates that development of the Plan Change area can deliver a roading pattern that creates a permeable, connected grid for movement. Indicative streets and blocks have been located to provide a high level of connectivity.

Pedestrian and cyclist safety:

The proposal will result in a logical movement network that offers multi-modal transport options and a connected pedestrian and cycle network, to help reduce dependency on cars for travel within Wellsford. The cycleways and footpaths will provide connectivity within the proposed Wellsford North development, as well as with the existing Wellsford urban area.

Health and safety of people and communities:

The proposed zoning layout promotes the health and safety of people and communities by positioning local convenience retail for future residents within walking distance of future residential zoned land.

For the reasons outlined above, in our opinion, the proposed rezoning and associated rules is likely to have positive effects on the quality of the built environment, and development within the Plan Change area will integrate well with the wider Wellsford area.

8.9 Open Space and Community Facilities

The Plan Change area is well served by existing community facilities in Wellsford as well as Warkworth, however there will be opportunities to establish new community facilities within the Plan Change area.

There are two existing schools within Wellsford; Rodney College and Wellsford School, both of which will be highly connected to the Plan Change area via the existing SH1 underpass. The Wellsford Community Centre and the Wellsford War Memorial Library are both located south of the Plan Change area within the existing Wellsford Town Centre.

The proposed Neighbourhood Centre zone will provide local service amenities and convenience retail for future residents.

With respect to open space, the Council's Open Space Provision Policy 2016 is a key guiding document. The policy states:

- Neighbourhood Parks should be within a 400m walk in high and medium density residential areas, are typically between 0.3 to 0.5 ha and typically include play space and flat 'kick a ball' space.
- Suburb parks should be within a 1km walk of high and medium density residential areas, are typically between 3 – 5 ha and typically include provision for organised sport and recreation.

A variety of open spaces are indicated within the Wellsford North Structure Plan that will cater for the varying needs of the future community (refer **Appendix 3**) and which align with Council's Open Space Provision Policy. In particular the indicative open spaces within the Structure Plan include:

- **Green links:** Green corridors of varying lengths proposed along waterways to promote riparian enhancement and provide recreational and passive open space, visual amenity and areas for stormwater management.
- **Suburb Parks:** A suburb park has been identified in a central location, accessible from the higher density zoning and neighbourhood centre, consistent with the Council's Open Space Provision Policy. This assists in forming a focus of the development and providing amenity in the higher density areas, where there is a greater need for it.
- **Neighbourhood Parks:** In line with Council's Open Space Provision Policy 2016, two neighbourhood parks have been identified to provide open space within walkable catchments.

The provision for a neighbourhood centre will cater for the convenience needs of future residents. The urban subdivision provisions included within Chapter E38 of the AUP will apply within the Plan Change area, including Policy E38.3(18) which requires subdivision to provide for the recreation and amenity needs of residents by providing for open spaces which are prominent, sufficiently sized to cater for future residents and enable pedestrian and/or cycle linkages. This will ensure that there are provisions in place to ensure there is accessible open spaces of a range of sizes to service the future population While allowing flexibility to ensure that the final layout of open spaces within the Plan Change area can be determined through the resource consent process once a final design is settled on.

In summary, the Auckland-wide provisions will ensure the adequate provision of accessible and quality open space for future residents. The surrounding existing and planned amenities and social facilities, are and will be accessible by active modes of transport, and are or will be of a sufficient size to cater for the social and cultural needs and well-being of future residents of the Plan Change area.

8.10 Heritage and Archaeology

An assessment of the archaeological and heritage values of the Plan Change area has been undertaken by Clough and Associates, and their report is included as **Appendix 13** of this report. The Archaeology Assessment has confirmed that there are no scheduled archaeological sites identified in the Proposed Plan Change area, and there are no recorded sites.

It is noted that land was granted to early European settlers in the mid-19th century, and subsurface remains associated with use of a house indicated on an 1894 plan in Allotment 117A may be present. However, there is no indication that the remainder of the Plan Change area was used for anything other than general agricultural purposes during the 19th century. If Allotment 117A is affected by future development additional survey should be undertaken along with a detailed assessment to determine appropriate mitigation. For the remainder of the Plan Change area, if any unrecorded archaeological sites are exposed during future development activities resulting from the proposed Plan Change, the effects are considered likely to be minor and can be appropriately managed under the AUP OP Accidental Discovery Rule (E12.6.1) and mitigated under the archaeological provisions of the HNZPTA.

Overall, it is considered that any effects on heritage values existing within the Plan Change area will be appropriately managed or mitigated through the methodology outlined in this report.

8.11 Cultural Values

Engagement has been undertaken with all Mana Whenua groups with known customary interests in the Plan Change. The consultation report included as **Appendix 5** details the results of this engagement to date.

It is noted that there are no known identified sites of Significance or Value to Mana Whenua within the Plan Change area.

Ngāti Manuhiri have prepared a Cultural Valuation Assessment which is supportive of this proposed plan change and the future development of the site.

8.12 Summary of Effects

The actual and potential effects of the proposed Plan Change have been considered above, based on extensive reporting and analysis undertaken by a wide range of technical experts. On the basis of this analysis, it is considered that the area is suitable for urban development, the proposed mix of uses will result in positive effects on the environment in terms of the social and economic well-being of the community and the development can be serviced by existing infrastructure with appropriate upgrades in place.

9.0 Section 32 Analysis

9.1 Appropriateness of the Proposal to achieve the purpose of the Act

Section 32(1)(a) of the RMA requires an evaluation to examine the extent to which the objectives of the proposed Plan Change are the most appropriate way to achieve the purpose of the RMA.

9.1.1 Objectives of the Plan Change

The purpose or overarching objective of the PPC is to deliver a well-functioning urban environment through the expansion of the existing Wellsford rural town. The PPC will achieve low and medium density residential activities serviced by a small centre to provide for daily convenience needs. The PPC will also achieve a connected multi-modal transport network which integrates with the Wellsford settlement. In addition, the PPC will retain and enhance key ecological features to improve ecological outcomes and respect mana whenua values. Overall, the PPC is considered to be complementary to the Wellsford North Structure Plan.

The objectives of the PPC that achieve the above purpose are identified in the attached plan change. The objectives seek the following outcomes:

- The extension of the existing Wellsford rural town to create a comprehensively developed residential environment that integrates with the existing Wellsford centre and the natural environment;
- Development creates a distinctive sense of place;
- Development is coordinated with the provision of infrastructure and transport upgrades;
- Adverse effects on receiving water bodies are minimised or mitigated; and
- The protection, restoration, enhancement and maintenance of ecological habitats within the site including riparian margins.

The proposed precinct objectives enable a comprehensive and integrated urban development outcome whilst also achieving positive environmental outcomes. The requirement for growth and transport/infrastructure upgrades to be developed together will also ensure development progresses in a coordinated manner.

9.1.2 Assessment of the Objectives against Part 2

In accordance with Section 32(1)(a) Table 1 below provides an evaluation of the objectives of the plan change.

Table 1 Assessment of the Objectives of the Plan Change against Part 2

Objectives	RMA S5 Purpose	RMA S6 Matters of national importance	RMA S7 Other matters	RMA S8 Treaty of Waitangi
Theme 1: Well-functioning Urban Environment				
Wellsford North is a comprehensively developed residential environment that integrates with the existing Wellsford centre and the natural environment.	This objective seeks to enable the urbanisation of the Plan Change area in a way that integrates with the existing Wellsford community and natural environment to enable future communities of Wellsford North to meet their social, economic, and cultural well-being while supporting sustainable management outcomes.	This objective does not compromise the recognition of, or the provision of the relevant matters of national importance. The PPC and the AUP contain a suite of objectives which will appropriately manage matters of national importance within the Plan Change area.	This objective does not compromise the recognition of, or the provision of other matters.	This objective will not offend against the principles of the Treaty of Waitangi.
Theme 2: Achieving integrated and quality development				
Development of Wellsford North creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.	The emphasis of the proposed objectives on achieving a connected development with a distinctive sense of place will enable future communities of Wellsford North to meet their social, economic, and cultural well-being.	These objectives do not compromise the recognition of, or the provision of these matters of national importance. The AUP contains existing objectives that manage matters of national importance.	The objectives have regard to the maintenance and enhancement of amenity values and the quality of the environment through ensuring development creates a distinctive sense of place and responds to site characteristics.	These objectives are consistent with the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
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.				
Theme 3: Coordinating the development of land with infrastructure in Wellsford North				
Subdivision and development does not occur in advance of the availability of operational transport infrastructure.	The alignment of infrastructure and land use planning will ensure development occurs in a sustainable manner through ensuring that there is adequate infrastructure to service staged growth and mitigate the adverse effects of development on the receiving environment.	This objective does not compromise the recognition of, or the provision of these matters of national importance. The AUP contains existing objectives that manages any potential conflict between matters of national importance and infrastructure.	This objective does not compromise the recognition of, or the provision of other matters. In particular the alignment of infrastructure and land use planning will ensure development makes efficient use of land where there are funded infrastructure solutions available.	This objective will not offend against the principles of the Treaty of Waitangi.
Development is coordinated with the supply of sufficient transport, water, energy and communications infrastructure.				
Theme 4: Natural Environment				
Stormwater quality is managed to avoid, as far as practicable, or otherwise minimise or mitigate adverse effects on the receiving environment.	The emphasis of the proposed objectives on the enhancement of natural and ecological features as well as the reduction of adverse effects on receiving water bodies will ensure that the natural resources within the Plan Change area are sustained for future generations.	The objectives recognise and provide for the preservation of the natural character of the coastal environment, wetlands and rivers and their margins through ensuring the maintenance and enhancement of the ecological values within stream, wetland and coastal habitats.	The objectives have regard to the intrinsic value of ecosystems and the maintenance and enhancement of the quality of the environment through ensuring the maintenance and enhancement of the ecological values within stream, wetland and coastal habitats.	These objectives recognise that guiding principles for Ngāti Manuhiri identified through ongoing engagement on the PPC include the protection of taonga and the restoration of mana to taonga. These objectives are consistent with the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
Identified ecological values within wetland and stream habitats are protected, restored, maintained and enhanced.				

9.2 Appropriateness of the Provisions to achieve the Objectives

9.2.1 The Objectives

As the proposed Plan Change is amending the AUP (District Plan), the above assessment must relate to the provisions and objectives of the proposed Plan Change, and the objectives of the AUP to the extent that they are relevant to the proposed Plan Change and would remain if the Plan Change were to take effect.

In addition to the objectives of the proposed plan change which are outlined above, the AUP objectives with particular relevance to this plan change are summarised below:

Within the RPS:

- A quality compact urban form that enables a higher quality urban environment, better use of existing infrastructure and efficient provision of new infrastructure, improved public transport and reduced adverse effects (B2.2.1(1));
- Ensure there is sufficient development capacity to accommodate growth and require the integration of land use planning with the infrastructure to service growth (B2.2.1(3) and B2.2.1(5));
- Urbanisation is contained within the Rural Urban Boundary, towns and rural and coastal towns and villages (B2.2.1(4));
- A quality-built environment where subdivision, use and development respond to the intrinsic qualities and physical characteristics of the area, reinforce the hierarchy of centres and corridors, contribute to a diverse mix of choice and maximise resource and infrastructure efficiency (B2.3.1(1));
- Ensure residential intensification supports a quality compact urban form and land within and adjacent to centres and corridors or in close proximity to public transport is the primary focus for residential intensification (B2.4.1(1) and B2.4.1(3));
- An increase in housing capacity and the range of housing choice which meets the varied needs and lifestyles of Auckland's diverse and growing population (B2.4.1(4));
- Ensure employment and commercial and industrial opportunities meet current and future demands (B2.5.1(1));
- Ensure recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities and that public access to streams is maintained and enhanced (B2.7.1(1) and B2.7.1(2));

- Ensure the mauri of, and the relationship of Mana Whenua with, natural and physical resources including freshwater, geothermal resources, land, air and coastal resources are enhanced overall (B6.3.1(2));
- Indigenous biodiversity is maintained through protection, restoration and enhancement in areas where ecological values are degraded, or where development is occurring (B7.2.1(2));
- Auckland's lakes, rivers, streams and wetlands are restored, maintained or enhanced (B7.3.2(5)); and
- Indigenous biodiversity is restored and enhanced in areas where ecological values are degraded, or where development is occurring (B7.2.1(1)).

Within the Residential Zones:

- Within the Mixed Housing Suburban and Single House zones - enable a range of housing types and in a manner that is in keeping with the planned suburban built character of the zone (H4.3(1) and H4.2(2));
- Within the Large Lot zone – development is appropriate for the physical and environmental attributes of the site and any infrastructure constraints (H1.2(3)); and
- Ensure land is used efficiently in areas close to centres and public transport.

Within the Business Zones:

- Provide a strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales (H12.2(1));
- Ensure business activity is distributed in locations, that is accessible and is of a form and scale that provides for the community's social and economic needs (H12.2(4));

Within the Future Urban Zone:

- Land is used and developed to achieve the objectives of the Rural – Rural Production Zone until it has been rezoned for urban purposes (H18.2(1)).

Within the Rural Zones:

- The productive capability of the land is maintained and protected from inappropriate subdivision, use and development (H19.3.2(2)).
- Land is used for rural lifestyle living as well as small-scale rural production (H19.7.2(1)).

Within the Auckland-wide Provisions:

- Auckland- wide objectives relating to lakes, rivers, streams and wetland, water quality, stormwater, land disturbance and vegetation management and biodiversity seek to avoid adverse effects where possible but recognise the need to use land identified for future urban land uses efficiently;
- Auckland-wide objectives relating to subdivision seek to ensure that subdivision has a layout which is safe, efficient, convenient and accessible and that Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner; and
- Auckland-wide objectives relating to transport seek to ensure that an integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.

The objectives and provisions of the Plan Change and the relevant objectives of the AUP can be categorised into the following themes:

- Theme 1: Extent of Urbanisation of Wellsford and Land Use Pattern
 - Issue 1.1: Extent of Urbanisation of Wellsford
 - Issue 1.2: Land use Pattern – Residential
 - Issue 1.3: Land use Pattern – Commercial
- Theme 2: Coordinating the development of land with infrastructure in Wellsford
- Theme 3: Achieving integrated and quality development
- Theme 4: Natural Environment and Ecological Values

9.3 Other Reasonably Practicable Options for Achieving the Objectives

9.3.1 Theme 1: Extent of Urbanisation of Wellsford North and Land Use Pattern

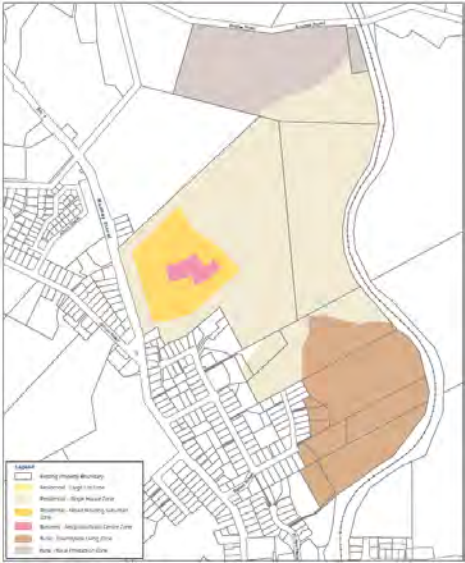
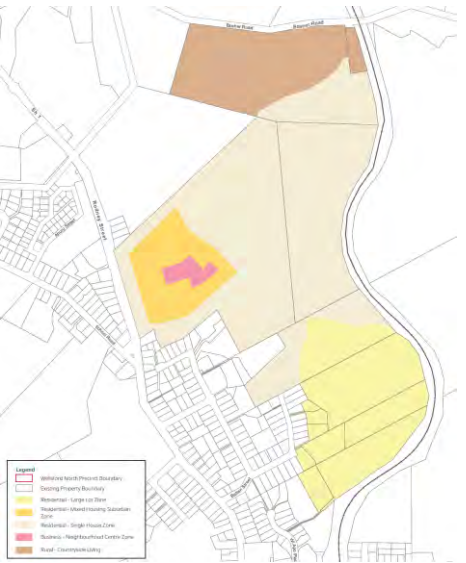
The AUP objectives which have particular relevance for Theme 1 include:

- B2.2.1 (1) A quality compact urban form that enables a higher quality environment, better use of existing infrastructure and efficient provision of new infrastructure, improved public transport and reduced adverse effects.
- B2.2.1(3) Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.
- B2.2.1(4) Urbanisation is contained within the Rural Urban Boundary, towns, and rural and coastal towns and villages.
- B2.3.1 (1) A quality built environment where subdivision, use and development do all of the following: (a) respond to the intrinsic qualities and

physical characteristics of the site and area, including its setting; (b) reinforce the hierarchy of centres and corridors; (c) contribute to a diverse mix of choice and opportunity for people and communities; (d) maximise resource and infrastructure efficiency; (e) are capable of adapting to changing needs; and (f) respond and adapt to the effects of climate change.

- B2.4.1 (1) Residential intensification supports a quality compact urban form.
- B2.4.1 (3) Land within and adjacent to centres and corridors or in close proximity to public transport and social facilities (including open space) or employment opportunities is the primary focus for residential intensification.
- B2.4.1 (4) An increase in housing capacity and the range of housing choice which meets the varied needs and lifestyles of Auckland's diverse and growing population.
- B2.4.1 (5) Non-residential activities are provided in residential areas to support the needs of people and communities.
- B2.5.1 (1) Employment and commercial and industrial opportunities meet current and future demands.
- B2.6.1 (1) Growth and development of existing or new rural and coastal towns and villages is enabled in ways that: (a) avoid natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage or special character unless growth and development protects or enhances such values; and (b) avoid elite soils and avoid where practicable prime soils which are significant for their ability to sustain food production; and (c) avoid areas with significant natural hazard risks; (d) are consistent with the local character of the town or village and the surrounding area; and (e) enables the development and use of Mana Whenua's resources for their economic well-being.
- B2.6.1 (2) Rural and coastal towns and villages have adequate infrastructure.
- B2.7.1 (2) Public access to and along Auckland's coastline, coastal marine area, lakes, rivers, streams and wetlands is maintained and enhanced.
- B2.7.1 (1) Recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities.
- H12.2(4) Business activity is distributed in locations, and is a scale and form, that (a) provides for the community's social and economic needs; (b) improves community access to goods, services, community facilities and opportunities for social interaction; and (c) manages adverse effects on the environment, including effects on infrastructure and residential amenity.

Table 2: Evaluation of Provisions Theme 1.1: Extent of Urbanisation in Wellsford North

	Option 1 - Do Nothing	Option 2: Re-zone the FUZ area only	Option 3 – Proposed Plan Change
<p>Description of Options</p>	<p>This option involves retaining the Future Urban Zone and Countryside Living Zone within the Plan Change area and not enabling any further urbanisation at Wellsford North.</p>	<p>This option involves urbanising the FUZ area consistent with the Plan Change and retaining the Countryside Living Zone within the southern portion of the Plan Change area and the Rural Production zone within the northern portion of the Plan Change area.</p> 	<p>This option proposes enabling future urbanisation of Wellsford North consistent with the proposed plan change.</p> 
<p>Benefits -</p>			

<p>Environmental</p>	<p>This option will maintain the existing rural character of the Plan Change area.</p> <p>This option will result in reduced sediment runoff from urban development.</p> <p>There is no change to the AUP provisions proposed through this option. Existing rules will apply.</p>	<p>While this option will maintain rural character to the north and south of the FUZ area it does not provide the same Rural – Countryside Living zone buffer between rural productive land further north and east as Option 3. This could result in increased reverse sensitivity issues as the FUZ land urbanises.</p> <p>While this option retains the Rural Countryside Living zoning to the south of the FUZ area to continue to provide the opportunity for “receiver sites” within the Transferable Rural Site Subdivision Scheme creating opportunities for environmental benefits, Option 3 also provides this same opportunity.</p>	<p>This option provides an opportunity to take a holistic view on the staged approach to urban growth and form of Wellsford North providing the essential elements that contribute to a successful rural town consistent with the planning framework of the Regional Policy Statement.</p> <p>This option will maintain rural character to the north by utilising the stream as a natural topographical edge of the urban area. On the eastern and southern boundary the railway line forms a suitable boundary to the urban edge. This option utilises the Rural – Countryside Living zone as a buffer between rural productive land further north and east and the urban area reflecting a similar zoning pattern to what is utilised in Wellsford West.</p> <p>This option enables increased opportunity for a lifestyle living choice at various scales within Wellsford while retaining the extent of Rural Countryside Living zone to act as “receiver sites” within the Transferable Rural Site Subdivision Scheme and hence not losing the potential for any environmental protection proposed as part of this scheme.</p> <p>The land subject to the PPC does not contain any scheduled items and is not subject to significant natural hazard risks. Infrastructure solutions are available and funded and</p>
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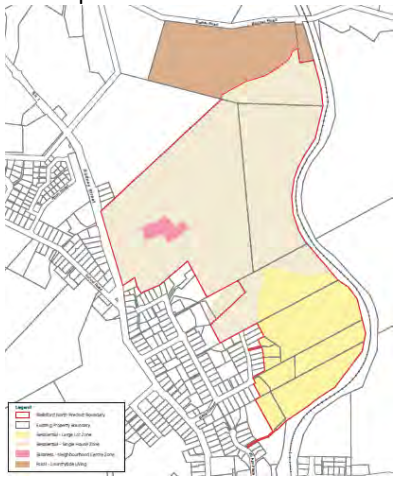
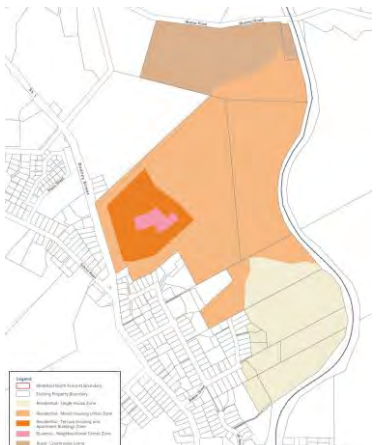
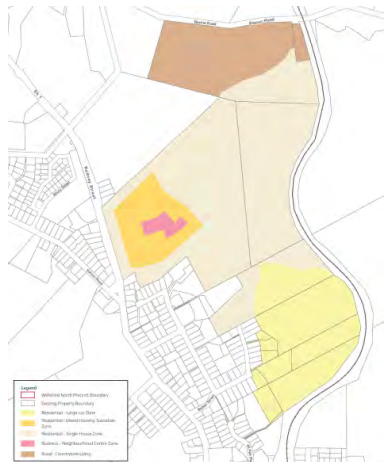
			therefore there are no significant constraints to urban development of the Plan Change area.
Economic	The Soil and Land Use Capability Report confirm that the land is not considered to be elite or prime soil and therefore has compromised productivity value and economic use if retained for rural use.	While this option will retain the northern portion of the Plan Change area as Rural Production the Soil and Land Use Capability Report confirms that the land is not considered to be elite or prime soil and therefore has compromised productivity value and economic use if retained for rural production use.	<p>Enables the staged development of the Plan change area as infrastructure upgrades are complete, providing residential capacity from the short term in accordance with the FULSS which identifies Wellsford North as being development ready in 2023-2027.</p> <p>Provides for increased residential development capacity at different densities catering for different lifestyle choices and price points, including opportunities for rural lifestyle living.</p>
Social	This option does not facilitate any improved social outcomes.	While this option does enable increased housing choice this is not to the same extent as Option 3 as it does not enable increased opportunities for rural lifestyle living.	This option proposes a comprehensive and integrated development over a large land holding that is contiguous with existing urban development. This scale of development will enable social amenities such as open spaces, ecological corridors and a village centre to be established. This option also enables increased housing choice including opportunities for rural lifestyle living.
Cultural	There is no change to the cultural environment through this option.	Will preserve rural character values within the southern portion of the Plan Change area.	The Cultural Values Assessment provided by Ngāti Manuhiri indicated support for the PPC.
Costs -			

<p>Environmental</p>	<p>This option is less likely to result in the environmental improvements provided for through Option 3, including the protection and restoration of riparian margins.</p> <p>Environmental impacts associated with ongoing rural production use.</p>	<p>Potential effects on adjoining properties and surrounding land uses as a result of urban development at a greater height and density than currently provided for within Wellsford.</p> <p>Environmental impacts associated with ongoing rural production use.</p> <p>This option does not provide the same Rural – Countryside Living zone buffer between rural productive land further north and east as Option 3. This could result in increased reverse sensitivity issues as the FUZ land urbanises.</p>	<p>Potential effects on adjoining properties and surrounding land uses as a result of urban development at a greater height and density than currently provided for within Wellsford.</p>
<p>Economic</p>	<p>This option does not make efficient use of land where there are funded infrastructure and transport solutions to service growth.</p> <p>Does not add to Auckland’s housing land supply to accommodate growth in the short term and is therefore likely to have a negative impact on affordability.</p> <p>This option is more likely to result in the fragmentation of land for countryside living purposes which will likely compromise the integrated</p>	<p>This option does not make efficient use of land where there are funded infrastructure and transport solutions to service growth, to the same extent as Option 3.</p>	<p>Costs involved in undertaking the development and delivery of infrastructure.</p>

	urbanisation of land in the future.		
Social	This option does not provide for any additional open spaces to meet the diverse demographic and cultural needs of the future and existing Wellsford community.	This option does not provide the same amount of housing choice as Option 3 as it does not enable increased opportunities for rural lifestyle living.	The scale of development delivered through this option may be considered by some members of the community to be not in keeping with the communities expectations given the current rural zoning.
Cultural	There is no change to the cultural environment through this option.	There are no known identified sites of significance or value to Mana Whenua within the FUZ area.	There are no known identified sites of significance or value to Mana Whenua within the Plan Change area, and the Cultural Values Assessment provided by Ngāti Manuhiri indicated support for the PPC.
Efficiency & Effectiveness	This option is not efficient or consistent with B2.2.1(3) and the requirements of the NPS-UD as no additional residential capacity is enabled in the short – mid-term despite analysis being prepared to show that the Plan Change it is consistent with the RPS, particularly, B2.6(1) and B2.2.1(1).	<p>This option is not efficient and effective at achieving B2.3.1(1)(c) and B2.4.1(4) as it does not provide for any increased opportunity for residential lifestyle development and therefore does not contribute to a diverse mix of choice and opportunity for people and communities to the same extent as Option 3.</p> <p>This option is not efficient and effective at achieving B2.2.1(1) as it does not create the same Rural Countryside Living Buffer for urban development within Wellsford North as Option 3 giving rise to the potential for reverse sensitivity.</p>	<p>This option is efficient and effective at achieving B2.6(1) as the potential development of the land does not affect any scheduled items, avoids elite soils and natural hazards. Additionally the effects of built form enabled by the PPC are consistent with and complementary to the local character of the Wellsford area.</p> <p>This option is efficient and effective at achieving B2.6(2) as analysis undertaken as part of this PPC request confirms there are infrastructure solutions available and able to be funded.</p> <p>This option is efficient and effective at achieving B2.2.1(1) as it supports a high</p>

			<p>quality environment that is integrated with the existing rural town and retains the extent of Rural Countryside Living zone to act as “receiver sites” within the Transferable Rural Site Subdivision Scheme not loosing the potential for any enhanced environmental protection.</p> <p>This option is efficient and effective at achieving B2.3.1(1)(c) and B2.4.1(4) as it provides for residential development at different scales including lifestyle rural which contributes to a diverse mix of choice and opportunity for people and communities.</p>
<p>Summary</p>	<p>Option 3 is preferred. The extension of the settlement at Wellsford North within the Plan Change area is consistent with B2.6(1) in that urban development is relatively unconstrained and in keeping with the local character. Analysis undertaken as part of this PPC request confirms there are infrastructure solutions available and able to be funded. Furthermore this option enables efficient use of land to provide additional residential capacity at different scales to meet the communities needs.</p>		

Table 3: Evaluation of Provisions Theme 1.2: Land Use Pattern – Residential

	Option 1 – Lower Density Approach	Option 2 – Higher Density Approach	Option 3 – Proposed plan change
<p>Description of Options</p>	<p>This option will apply the Single House zone around the village centre with the Large Lot zone applying to the southern portion of the Plan Change area, to enable residential development at lower densities.</p> 	<p>This option will apply a combination of the Mixed Housing Urban zone and the Terrace Housing and Apartment Building zone around the village centre with the Single House zone applying to the southern portion of the Plan Change area, to enable residential development at higher densities.</p> 	<p>This option involves a refined zoning approach that will see a mixture of zones including amended minimum net site area in the Large Lot and Single House zones, that will provide for residential development at different densities.</p> 
<p>Benefits</p>			
<p>Environmental</p>	<p>This option retains the low-density nature of the existing development within Wellsford North.</p>	<p>This option will provide the greatest capacity for residential development however, the extent of the THAB and MHU zoning has not been sized to align with the provision of infrastructure which could lead to a dispersed pattern of residential development.</p>	<p>This proposed zoning layout includes opportunities for different housing types and intensity that are complementary to the residential character of the area and has been informed by a structure planning exercise.</p> <p>This option makes efficient use of land which is within an accessible walking catchment to the proposed village centre through the application of the Mixed Housing Suburban zone, thereby giving effect to the NPS-UD.</p>

Economic	This option will provide for the least residential capacity within Wellsford North compared with the other options and is likely to result in a dispersed pattern of residential development.	This option will provide for the greatest level of residential capacity of all the options supporting competitive development markets. However, a dispersed and lower density pattern of development is likely to arise due to insufficient infrastructure provision.	This option provides for a range of housing typologies that will result in a range of housing prices, some of which will be affordable for the area. The opportunity for community and social housing providers will also exist in the future and will enable additional affordable housing options
Social	This option will not provide the range of housing typologies and choice provided for through options 2 or 3.	This option provides for a range of housing typologies and choice to meet the diverse needs of the Wellsford North population. It will enable development yields that can support the development of additional community facilities.	This option provides for a range of housing typologies and choice to meet the diverse needs of the Wellsford North population. It will enable development yields that can support the development of additional community facilities.
Cultural	There are no cultural benefits associated with this option.	There are no cultural benefits associated with this option.	There are no cultural benefits associated with this option.
Costs			
Environmental	The proposed zoning layout will result in low density residential development which is an inefficient use of land, particularly in areas of the Plan Change area that are within walking distance to the proposed village centre.	This proposed zoning layout provides for development at an intensity and scale which is different to the residential character of the area. This layout has not been informed by a structure planning exercise.	Potential effects on adjoining properties and surrounding land uses as a result of urban development at a greater height and density than currently provided for within Wellsford North but not to the same extent as Option 2.
Economic	This option will limit the range of housing types and price points available within Wellsford North. Costs involved in undertaking the development and delivery of infrastructure.	This option will result in the application of residential zones that have not been sized to meet the short-medium term market demand and infrastructure availability. Costs involved in undertaking the development and delivery of infrastructure.	Costs involved in undertaking the development and delivery of infrastructure.
Social	This option does not make efficient use of land with good accessibility to the proposed village centre.	The scale of development will be of a reduced density due to infrastructure limitations and consequentially reduce the long term population. This will reduce social benefits	The scale of development delivered through this option may be considered by some members of the community to not be in keeping with the communities expectations given the current rural zoning.

		associated with intensification and use of community facilities.	
Cultural	There are no cultural costs associated with this option.	There are no cultural costs associated with this option.	There are no cultural costs associated with this option.
Efficiency & Effectiveness	<p>This option is not efficient and effective at achieving B2.3.1 (1) as the zoning pattern has not been informed by a structure plan and therefore does not respond to the intrinsic qualities and physical characteristics of the site and area.</p> <p>This option does not efficiently use land within a walkable catchment to the proposed village centre and therefore is not consistent with B2.3.1 (1).</p>	<p>This option is not efficient and effective at achieving B2.3.1 (1) as the zoning pattern has not been informed by a structure plan and therefore does not respond to the intrinsic qualities and physical characteristics of the site and area.</p>	<p>This option is efficient and effective at achieving B2.4.1 (1) and B2.4.1 (3) as the medium density residential standards have been applied to Sub-precinct B to support the efficient use of land within a walkable catchment to the proposed village centre. This will support quality compact urban form outcomes.</p> <p>This option is efficient and effective at achieving B2.3.1 (1) as the zoning pattern has been informed by a structure plan and therefore responds to the intrinsic qualities and physical characteristics of the site and area.</p> <p>This option will efficiently and effectively achieve B2.4.1 (4) as it enables the development of between 650 and 800 dwellings and a variety of typologies to support greater housing capacity and choice.</p>
Summary	Option 3 is preferred. The proposed zoning layout has been informed by a structure plan to respond to the characteristics of the Plan Change area and enables efficient use of land around the proposed village centre to support quality compact outcomes while delivering additional residential capacity.		

Table 4: Evaluation of Provisions Theme 1.3: Land Use Pattern - Commercial

	Option 1 - No Centre	Option 2 – Proposed Plan Change
Description of Options	<p>This option does not provide for an additional neighbourhood centre within Wellsford North, and instead relies on the existing Wellsford Town Centre, located approximately 1km south of the Plan Change area.</p>	<p>This option involves a refined zoning approach that will provide a neighbourhood centre to service the day to day needs of Wellsford North residents.</p>
Benefits		
Environmental	As there is no commercial offering proposed as part of this land use pattern this option will not give rise to any reverse sensitivity effects.	This option provides for a village centre within Wellsford North reducing the need to travel out of the area and the associated environmental effects.
Economic	As there is no commercial offering proposed as part of this land use pattern this option will not detract from any centres in the vicinity.	The size of the proposed village centre is not considered to detract from the existing centre within Wellsford and therefore function, role and amenity of centres will not be compromised by the PPC. The PPC will support, and not challenge the future health and vitality of local centres.

Social	As there is no commercial zoning proposed as part of this land use pattern there will be no benefits in providing retail to meet some of the day to day needs of residents.	The neighbourhood centre zoning will provide a limited retail offering to meet the day to day needs of residents.
Cultural	There are no cultural benefits associated with this option.	There are no cultural benefits associated with this option.
Costs		
Environmental	The zoning pattern will not be sufficient to meet the needs of the local community requiring residents to travel outside of Wellsford North to meet their day to day needs.	The proposed village centre could give rise to potential reverse sensitivity effects however, there are methods within the AUP and the PPC to manage any potential effects.
Economic	This option will result in a loss of opportunity for employment and economic activity within Wellsford North albeit at a limited scale.	Costs involved in undertaking the development and delivery of infrastructure.
Social	This option provides no accessible employment opportunities for the community within Wellsford North.	The community may be opposed to the provision of a village centre given the potential for reverse sensitivity however, there are methods within the AUP and the PPC to manage any potential effects.
Cultural	There are no cultural costs associated with this option.	There are no cultural costs associated with this option.
Efficiency & Effectiveness	This option is inefficient as there is no neighbourhood centre offering to meet current and future demands (B2.5.1 (1)).	<p>This option is efficient and effective at achieving B2.5.1 (1) as the neighbourhood centre zone will meet current and future demands.</p> <p>This option is efficient and effective at achieving H12.2(4) as the village centre provides for the community’s social and economic needs, improves access to goods and manages adverse effects on the environment by reducing the need for residents to travel out of Wellsford North.</p>
Summary	Option 2 is preferred. The proposed zoning layout has been informed by the Structure Plan analysis and is sufficient to needs to needs of the local community.	

9.3.2 Theme 2: Coordinating the development of land with transport and three waters infrastructure in Wellsford North

The existing AUP and proposed precinct objectives which have particular relevance for Theme 2 include:

- B2.2.1(5) The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is integrated with the provision of appropriate infrastructure.
- B3.2.1(5) Infrastructure and land use planning are integrated to service growth efficiently.
- B3.3.1(1)(b) Effective, efficient and safe transport that integrates with and supports a quality compact urban form.
- E27.2(1) Land use and all modes of transport are integrated in a manner that enables: (a) the benefits of an integrated transport network to be realised; and (b) the adverse effects of traffic generation on the transport network to be managed.
- IX.2(4) Development is coordinated with the supply of sufficient transport, water, energy and communications infrastructure.

Table 5: Evaluation of Provisions Theme 2: Coordinating the development of land with transport and three waters infrastructure in Wellsford North

	Option 1 – Do nothing – no staging provisions	Option 2 - Deferred zoning – when all the local infrastructure upgrades are operational	Option 3 – Proposed Plan Change
Description of Options	This option involves putting in place urban zoning and coordinating the development of land with transport and three waters infrastructure to processes and agreements which sit outside of the AUP.	This option involves putting in place urban zonings with a precinct that applies the Future Urban Zone provisions until a certain date from which the urban zone provisions will take effect. The date will be based on the point in time when all required local infrastructure upgrades are projected to be complete.	This option coordinates development with the delivery of required infrastructure within the AUP through the inclusion of transport and three waters staging rules. The transport and three waters staging rules ensure that development does not proceed until such time as the infrastructure upgrades are constructed and are operational. Subdivision and development that does not comply with staging rules requires resource consent as a full discretionary activity.
Benefits -			

Environmental	Potentially avoids the complexity in the planning provisions associated with Options 2-3, although relying on existing operative zone provisions will also add complexities	This option will ensure that no development occurs prior to the necessary infrastructure being in place to service growth.	This option enables consenting to progress for land modification or development, while ensuring no development occurs prior to the necessary infrastructure being in place to service growth.
Economic	Removes the cost of developing rules for the applicant.	The administration of this rule is less complex than Option 3.	This option enables consenting to progress for land modification or development, which would will reduce unnecessary delays in the development process and associated economic benefits.
Social	Existing rules are retained and community expectations are maintained.	This option provides more certainty to the community than option 1 as there is assurance that development cannot occur until infrastructure is in place.	This option provides more certainty to the community than option 1 as there is assurance that development cannot occur until infrastructure is in place.
Cultural	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.
Costs -			
Environmental	The lack of recognition within the AUP of the required infrastructure may result in significant environmental costs if development was to proceed the required infrastructure upgrades. Management of environmental issues would be reliant on the requirement for three waters issues under criteria E38.11.2(2)(6)(a)(ii), E38.11.2(2)(7)(b)(i), H5.8.2(2)(h), H4.8.2(2)(h), and H1.8.2(1)(a) which provides less certainty than Options 2 and 3.	This option does not enable interim development to increase residential capacity despite the traffic modelling determining the timing of the transport infrastructure upgrades and how these can be coordinated with the release of residential development capacity. This option does not provide for interim development to increase residential capacity despite the engineering analysis identifying a number of solutions for three water infrastructure.	This option is informed by transport modelling that has determined the timing of the transport infrastructure upgrades and how these can be coordinated with the release of residential development capacity. This option is informed by engineering analysis identifying a number of solutions for three water infrastructure.
Economic	This option is heavily reliant on	This option is blunt and does not enable	This is a more complex set of provisions which

	infrastructure/funding agreements that sit outside the AUP. There is nothing in the AUP to tie the release of development capacity with the delivery of transport infrastructure.	consenting to progress for land modification or development, which would create unnecessary delays in the development process.	will require greater monitoring by Council than Options 1 & 2.
Social	This option provides no certainty to the community as there is no transparency within the AUP regarding when development will occur.	This option will result in costs to the community as the future urban zoning will not facilitate the development of community facilities to service the existing or future community which can be serviced without the final infrastructure upgrades required to support a full build out of the Plan Change area.	Some members of the community may be disappointed with an increase in traffic volumes and people using as this may not be in keeping with the community’s expectations given the current future urban zoning. This issue will ultimately arise however, with all options.
Cultural	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.
Efficiency & Effectiveness	This option is ineffective as there are no provisions within the plan to decline applications for development which cannot be serviced by transport infrastructure, which would not achieve B2.21(5), B3.2.1(5), B3.3.1(1)(b) or E27.2(1).	This option is highly inefficient as traffic modelling shows that the release of residential capacity can be coordinated with the transport infrastructure upgrades required to service this growth. Therefore, as this option allows for no additional capacity in the interim prior to the completion of the complete infrastructure upgrades it is not in keeping with B3.2.1(5).	This option will efficiently coordinate development with infrastructure and achieve the policy direction of B2.21(5), B3.2.1(5) and B3.3.1(1)(b), because the provisions stage the release of development capacity with the delivery of required infrastructure.
Summary	Option 3 is preferred. Coordinating development with the delivery of required transport infrastructure through the inclusion of a transport staging rule is the most appropriate mechanism for achieving the objectives of the AUP. The proposed provisions will stage the release of development capacity with the delivery of required infrastructure and therefore is consistent with B2.21(5), B3.2.1(5) and B3.3.1(1)(b).		

9.3.3 Theme 3: Achieving Integrated and Quality Development

The existing AUP objectives and proposed precinct objectives which have particular relevance for Theme 3 include:

- B2.3.1 (1) A quality built environment where subdivision, use and development do all of the following: (a) respond to the intrinsic qualities and physical characteristics of the site and area, including its setting; (b) reinforce the hierarchy of centres and corridors; (c) contribute to a diverse mix of choice and opportunity for people and communities; (d) maximise resource and infrastructure efficiency; (e) are capable of adapting to changing needs; and (f) respond and adapt to the effects of climate change.
- B2.3.1(3) The health and safety of people and communities are promoted.
- B3.3.1(1) Effective, efficient and safe transport that: (a) supports the movement of people, goods and services... (e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.
- E27.2(2) An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.
- E27.2(5) Pedestrian safety and amenity along public footpaths is prioritised.
- E38.2(6) Subdivision has a layout which is safe, efficient, convenient and accessible.
- IX2(1) Wellsford North is a comprehensively developed residential environment that integrates with the existing Wellsford centre and the natural environment.
- IX2(3) Development of Wellsford North creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.

Table 6: Evaluation of Provisions Theme 3: Achieving Integrated and Quality Development

	Option 1 – Rely on Auckland-wide and Zone Provisions	Option 2 – Proposed Plan Change
Description of Options	The street network and the provision of open spaces are controlled by the development standards, matters of discretion and assessment criteria in the underlying Auckland-wide provisions (E38 Subdivision – Urban, E27 Transport).	The proposed Wellsford North Precinct includes a bespoke set of provisions to guide subdivision, roads and open spaces within the precinct: <ul style="list-style-type: none"> • A subdivision variation control over the Large Lot and Single House zones to enable subdivision of these lots to 3,000m², and 300m² respectively. • Assessment criteria and precinct plans that guide the layout and design of key structuring elements including the street network and open space.
Benefits -		
Environmental	The street network, the provision of open spaces and the design and layout of development are controlled by the development	The precinct provisions implement key structuring elements of the Structure Plan for Wellsford North which has been

	standards, matters of discretion and assessment criteria in the underlying Auckland-wide and zone provisions.	<p>developed to ensure a high-quality development outcome result.</p> <p>The tailored precinct provisions and assessment criteria which implement the masterplan will result in a built form which reinforces the unique sense of place within Wellsford North.</p> <p>The planned open spaces and connected street network will support transport mode shift to active transport modes as they provide safe and convenient movement to and through the precinct.</p> <p>The smaller lot size within the Large Lot zone is appropriate as these sites can be serviced so on site servicing is not required.</p>
Economic	A less complex set of planning provisions will apply within the Plan Change area.	The PPC will provide for housing needs and demands by providing additional development capacity of approximately 650 to 800 dwellings. The PPC will also deliver variety of housing types which supports competitive markets.
Social	Existing rules are retained and community expectations are maintained.	<p>Expectations and requirements of key stakeholders, land owners and land developers can be clearly set out within the proposed precinct.</p> <p>Increases the amenity values of the Plan Change area as the future residents will enjoy the planned open spaces and connected street network which offers safety to pedestrians and cyclists.</p>
Cultural	This option does not facilitate any improved cultural outcomes.	The precinct provisions implement key structuring elements of the Structure Plan for Wellsford North which has been informed by the Cultural Values Assessment and ongoing engagement with Ngāti Manuhiri.
Costs -		
Environmental	No requirement to implement the key structuring element of the Structure Plan for Wellsford North which responds to the specific characteristics of the Plan Change area and the unique sense of place.	This option will not result in any environmental costs.

Economic	Landowners, developers, the Council and Community will not have clear expectations about where the future street and open space network will be located.	Cost to future applicants to prepare resource consent applications assessing additional planning provisions and implementing the requirements.
Social	Reduced amenity values as the provisions will not achieve an integrated and quality-built environment which responds to the characteristics of the Plan Change Area to the same extent as Option 1.	This option will not result in any social costs.
Cultural	Reduced cultural values as the provisions will not implement the key structuring elements of the Structure Plan for Wellsford North which has been informed by the Cultural Values Assessment and ongoing engagement with Ngāti Manuhiri.	This option will not result in any cultural costs.
Efficiency & Effectiveness	<p>Ineffective as the indicative primary road network and open space network are not shown in the plan so piecemeal and ad hoc development may occur.</p> <p>Without the guidance of a precinct, the Plan Change area is unlikely to be developed in a comprehensive and coordinated manner.</p> <p>Area - specific approaches are not considered, which is less effective in achieving B2.3.1(1)(a).</p>	<p>This option is effective as the provisions seek to ensure adequate provision of public open space in accordance with Objective B2.7.1(1).</p> <p>This option is effective as the provisions seek to ensure development provides a connected street network which promotes safe cycling and a walkable urban form in accordance with B3.3.1(1) and B2.3.1(3).</p> <p>The proposed precinct meets Objective B2.3.1(1)(a) of the RPS as it ensures that subdivision, use and development will respond to the intrinsic qualities and physical characteristics of the site.</p>
Summary	Option 2 is the preferred option. The inclusion of a bespoke set of provisions to implement the structuring elements of the Structure Plan for Wellsford North and that respond to the unique sense of place enables the PPC to efficiently and effectively achieve B2.7.1(1), B3.3.1(1), B2.3.1(3) and B2.3.1(1)(a).	

9.3.4 Theme 4: Natural Environment

The existing AUP and proposed precinct objectives which have particular relevance for Theme 4 include:

- B7.2.1(2) Indigenous biodiversity is maintained through protection, restoration and enhancement in areas where ecological values are degraded, or where development is occurring.
- E3.2(2) Auckland's lakes, rivers, streams and wetlands are restored, maintained or enhanced.
- E15.2 (2) Indigenous biodiversity is restored and enhanced in areas where ecological values are degraded, or where development is occurring.
- IX2(1) Wellsford North is a comprehensively developed residential environment that integrates with the existing Wellsford centre and the natural environment.

- IX2(3) Development of Wellsford North creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.
- IX2(6) Identified ecological values within wetland and stream habitats are protected, restored, maintained and enhanced.

Table 7: Evaluation of Provisions Theme 4: Natural Environment

	Option 1 – Rely on Auckland-wide and Zone Provisions	Option 2 – Proposed Plan Change
Description of Options	This option does not require any planting of riparian margins of streams or assessment criteria seeking the retention of the stand of Totara trees.	The proposed Wellsford North Precinct includes a bespoke set of provisions to enhance the natural environment: <ul style="list-style-type: none"> • The requirement of a planted riparian margin along permanent and intermittent streams. • Assessment Criteria seeking the retention of a stand of Totara trees.
Benefits -		
Environmental	It is possible to achieve good environmental outcomes under this approach but this will rely largely on non-statutory mechanisms.	This option will enhance the ecological values of streams through requiring planted riparian margins along both sides of permanent and intermittent streams and is consistent with the rule included in other greenfield precincts within the AUP. This option will encourage the retention of a mature stand of Totara trees.
Economic	Less costs associated with developing along streams as there is no requirement to provide riparian planting. A less complex set of planning provisions will apply within the Plan Change area.	This option will not result in any economic benefits.
Social	Existing rules are retained and community expectations are maintained.	Increased aesthetic and amenity values for communities as a result of riparian planting along streams and the retention of the Totara trees.
Cultural	This option does not facilitate any improved cultural outcomes.	This option will enhance Mana Whenua values associated with water and the natural environment.
Costs -		
Environmental	No requirements to provide riparian planting along streams within the Plan Change area and therefore the ecological values of streams will not be enhanced.	This option will not result in any environmental costs.

	No assessment criteria to encourage the retention of the Totara trees could potentially result in a loss of ecological values associated with these trees.	
Economic	This option will not result in any economic costs.	The requirement for riparian planting will increase the costs when developing along streams.
Social	Reduced aesthetic and amenity values for communities from a lack of riparian planting along streams and retention of the Totara trees.	This option will not result in any social costs.
Cultural	Reduced cultural values associated with a lack of indigenous biodiversity along streams.	This option will not result in any cultural costs.
Efficiency & Effectiveness	<p>This option is not efficient or effective and will not achieve B7.2.1(2), E3.2(2) and E15.2 (2) as there is no requirement to plant riparian margins along streams and therefore there is no assurance that indigenous biodiversity along streams will be restored to enhance the ecological values of streams.</p> <p>This option is not efficient or effective and will not achieve IX2(3) as there is no provisions seeking to retain the stand of Totara trees.</p>	<p>This option is efficient at achieving B7.2.1(2), E3.2(2) and E15.2 (2) as it will ensure that indigenous biodiversity along streams is restored to enhance the ecological values of streams while maintaining flexibility for appropriate development of cycle and pedestrian paths.</p> <p>This option is efficient and effective at achieving IX2(3) as there is assessment criteria seeking to retain the stand of Totara trees.</p>
Summary	Option 2 is the preferred option. The inclusion of a bespoke set of provisions to enhance the natural environment enables the PPC to efficiently and effectively achieve B7.2.1(2), E3.2(2), E15.2 (2), IX2(1), IX2(2) and IX2(6).	

9.4 Risk of acting or not acting

In this case, there is sufficient information about the subject matter of the provisions to determine the range and nature of environmental effects of the options set out in the report above. For this reason, an assessment of the risk of acting or not acting is not required.

9.5 Section 32 Analysis Conclusion

On the basis of the above analysis, it is concluded that:

- The proposed objectives in the Wellsford North Precinct are considered to be the most appropriate way to achieve the purpose of the RMA by applying a comprehensive suite of planning provisions to enable appropriate urbanisation of the site;
- The proposed provisions are considered to be the most efficient and effective means of facilitating the use and development of the subject land into the foreseeable future; and

- The proposed provisions are the most appropriate way to achieve the objectives of the AUP and the proposed precinct, having regard to their efficiency or effectiveness and the costs and benefits anticipated from the implementation of the provisions.

10.0 Conclusion

This report has been prepared in support of WWC's request for a Plan Change to the provisions of the AUP to rezone 72.06 hectares of land at Wellsford North for a combination of urban, business and rural activities.

The request has been made in accordance with the provisions of Schedule 1; Section 32 of the Resource Management Act 1991, and the preparatory work has followed Appendix 1 of the AUP – Structure Plan Guidelines.

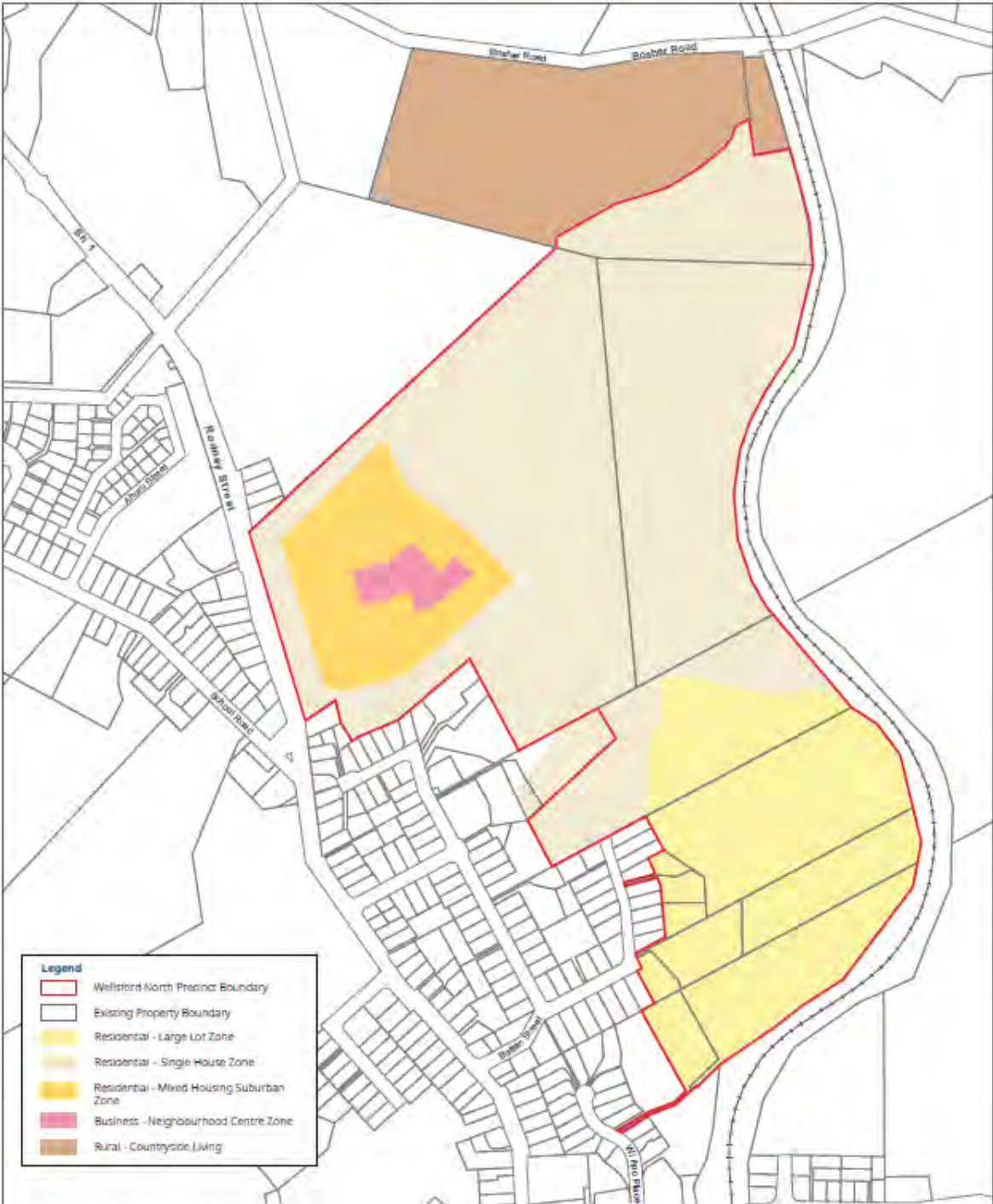
Based on an assessment of environmental effects and specialist assessments, it is concluded that the proposed Plan Change will have positive effects on the environment in terms of the social and economic well-being of the community as well as the enhancement and protection of waterways. Other potential effects are able to be managed through the application of the proposed precinct, AUP zones and Auckland-wide provisions.

An assessment against the provisions of section 32 of the RMA is provided in section 9 of the report. This includes an analysis with respect to the extent to which the objectives of the plan change are the most appropriate to achieve the purpose of the RMA and an examination of whether the provisions of the plan change are the most appropriate way to achieve the objectives.

For the above reasons, it is considered that the proposed Plan Change accords with the sustainable management principles outlined in Part 2 of the RMA and should be accepted and approved.

IX. Wellsford North Precinct

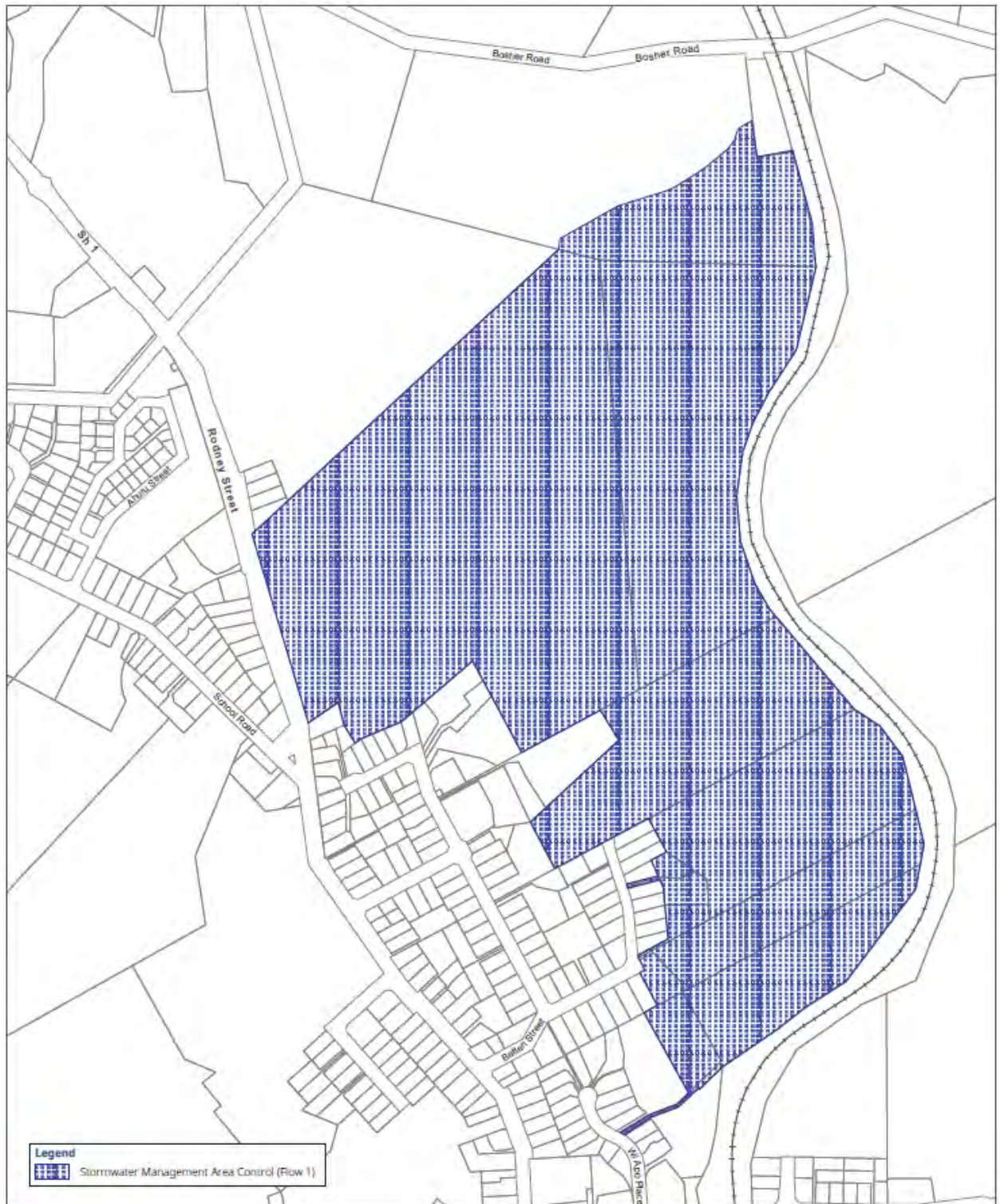
Wellsford North Zoning Plan



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)
- (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 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
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
(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

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;

(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 IX4.2 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:
 - 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.6.1A 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.

IX.6.2. Water Supply and Wastewater

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.6.3. 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.

IX.6.4. Stormwater Quality

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)'.
or
 - (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.6.5 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.6.1 Minimum net site area for subdivisions within the Large Lot Zone.

Table IX.6.5.1 Minimum Net Site Area within Large Lot Zone

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

IX.6.6 Minimum Net Site Area within Single House Zone

- (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.

Table IX.6.6.1 Minimum Net Site Area within Single House Zone

Area	Minimum net site area
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Single House Zone	300m ²
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IX.6.7 Activities sensitive to noise within 60m of the rail corridor

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.6.8 Building setback along the North Auckland Line

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.6.1A 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.
- (4) Infringements to Standard IX6- 3 Riparian Margins:
 - (a) Effects on water quality and stream habitat.
- (5) Infringements to Standard IX6.4 Stormwater Quality:
 - (a) Matters of discretion E9.8.1(1) apply.
- (6) Infringements to Standard IX6.5 Subdivision of sites within the Large Lot Zone:
 - (a) Matters of discretion E38.12.1(7) apply.
- (7) Infringements to Standard IX6.6 Subdivision of sites within the Mixed Housing Suburban Zone:
 - (a) Matters of discretion E38.12.1(7) apply.

(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.

(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.

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 Rodney 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.6.1A 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.
- (4) Infringement to standard IX.6.3 Riparian Planting:
- (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 IX6.5 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.
- (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.

(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 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.6.8 Safe operation of the North Auckland Line

(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.6.7 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.

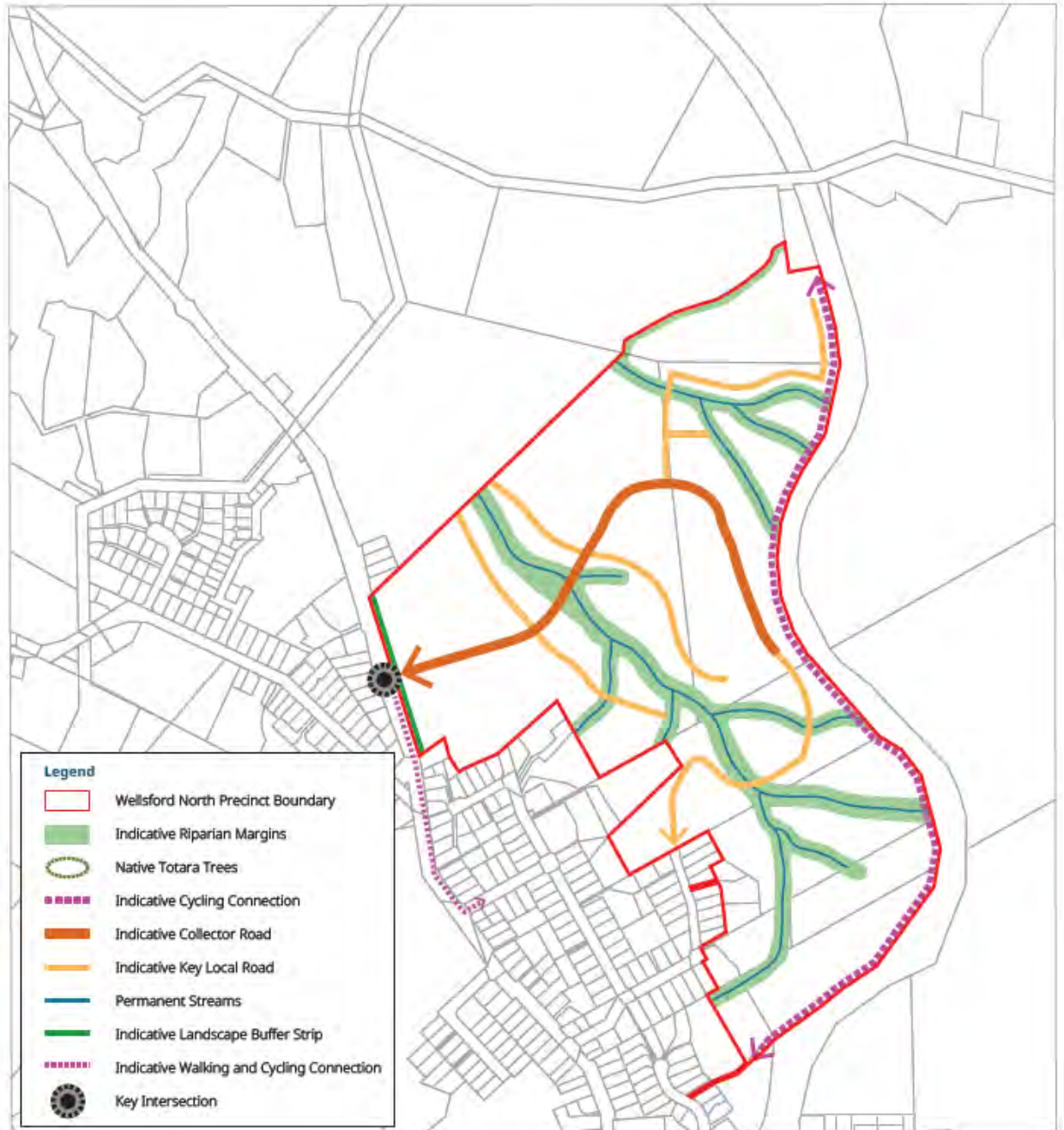
(3) Transport Design Report

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



APPENDIX 1A

HEADS OF AGREEMENT FOR THE PROVISION OF WASTEWATER INFRASTRUCTURE

HEADS OF AGREEMENT

for the

PROVISION OF WASTEWATER INFRASTRUCTURE

to

338 RODNEY STREET, WELLSFORD

Dated:

PARTIES:

1. WATERCARE Auckland Council water infrastructure provider ("Watercare")
2. WELLSFORD WELDING CLUB a residential land developer ("WWC")

BACKGROUND:

1. WWC owns approximately 52ha of land at 338 Rodney Street and Monowai Road in Wellsford (the "Land"). The Land is zoned Future Urban in the operative Auckland Unitary Plan and earmarked for release by Auckland Council between 2023 and 2027.
2. WWC intends to lodge a simultaneous resource consent and plan change application to zone the land residential and provide for approximately 650 new households. A key limiting factor to releasing additional lots is the provision of water and wastewater.
3. Watercare intends to upgrade the Water and Wastewater Treatment Plants in the near future in stages. Watercare are currently operating a pilot plant to select the best technology option for the wastewater treatment plant. A resource consent process for water abstraction from the aquifer is also underway as this will be more reliable than the river.
4. At present, the first stage (Stage A) is intended to cater for the existing live zone land only. Watercare has indicated that limited additional capacity could be added to the upgrade if a satisfactory funding agreement is reached (the "Stage A Plus Option"). Costings for the upgrade and the expansion have yet to be finalised.
5. WWC wishes to secure this additional capacity by working with Watercare to finalise a workable expansion solution and agree a mutually satisfactory funding arrangement for the Stage A Plus Option.

THE PARTIES AGREE:

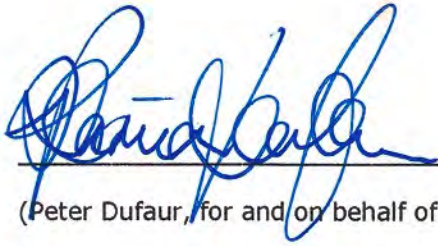
1. Watercare will investigate an appropriate scope, methodology, programme and budget for the Stage A Plus Option. The overall intent being to achieve a mutually acceptable agreement which facilitates the construction of circa 200 homes on the subject land as the first stage of a master planned community, which may be consented partly or fully through the COVID-19 (Fast-track) consenting legislation.
2. Watercare will reserve the additional capacity for utilisation in the first stages of subdivision on the Land, subject to the parties agreeing a satisfactory cost sharing arrangement that reflects the cost of providing additional capacity to service the new lots. The parties agree to discuss this aspect in good faith once the scope, budget and cost sharing arrangements have been agreed.
3. If the design of the WTP/WWTP proceeds ahead of WWC obtaining a plan change or consent and subject to the parties agreeing a design budget and a satisfactory cost sharing arrangement, WWC agrees to contribute reasonable funding to the design of the Stage A Plus option, and for the avoidance of doubt agrees to pay this even if its plan change or consent is not approved.
4. WWC also agrees that if the WTP and WWTP proceed into construction phase of the Stage A Plus Option based on the agreement contemplated above and ahead of WWC obtaining a plan change or consent, then it will be committed to providing this funding irrespective of whether it proceeds with the development. If the development does not proceed within a five-year period of the completion of the Stage A Plus Option, Watercare has no obligation to reserve the capacity for the Land.
4. It is intended that the parties will reach agreement on the matters contemplated in this agreement within 9 months of the date of the agreement based on the concept design and cost estimate prepared by Watercare. If an agreement has not been reached within this time, the parties may either cease discussions or, by mutual agreement, extend the exclusivity period to enable an agreement to be reached.
5. Except as required by statute or bylaw, both parties agree to keep the details of this agreement confidential.

SIGNED BY:



Mark Iszard
Head of Major Developments

(....., for and on behalf of Watercare)



(Peter Dufaur, for and on behalf of WWC)

APPENDIX 2

EXISTING AND PROPOSED AUP ZONES

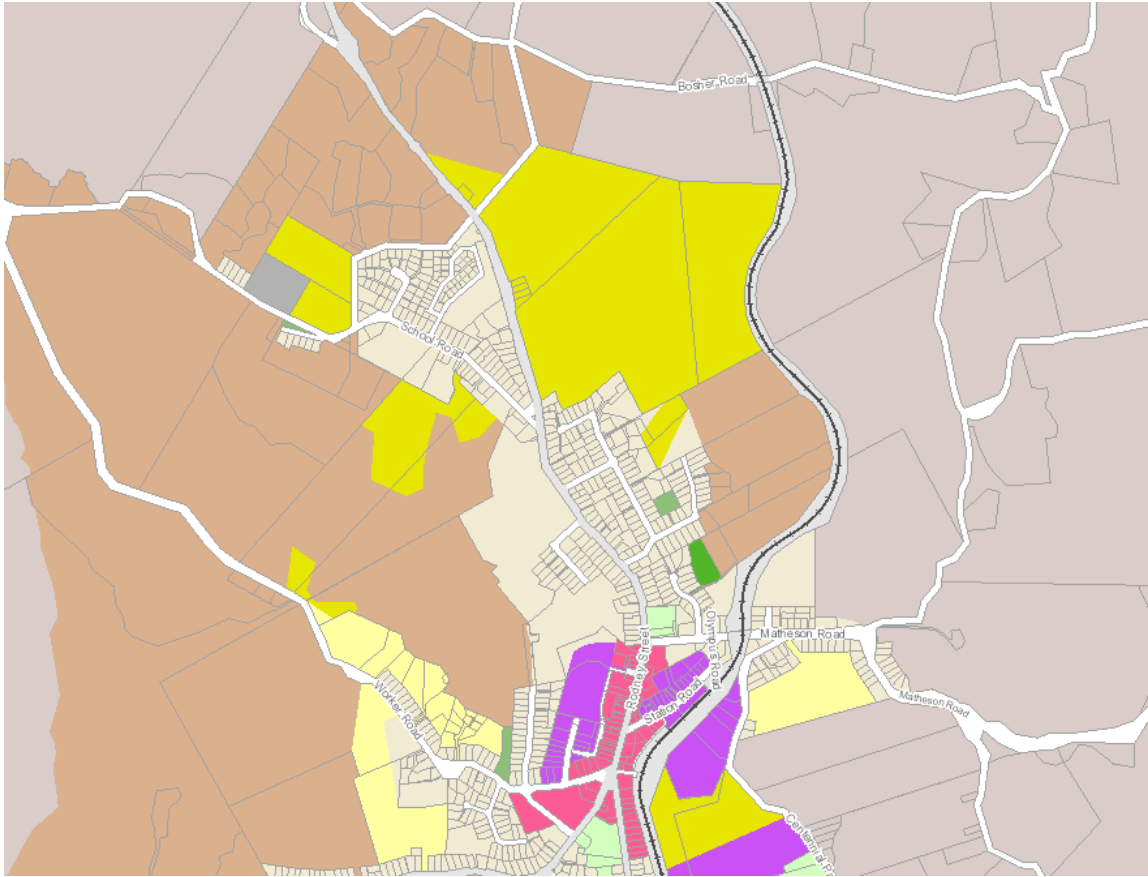


Figure 1: Existing Auckland Unitary Plan Zoning Plan
 Source: Auckland Council GeoMaps (2024)

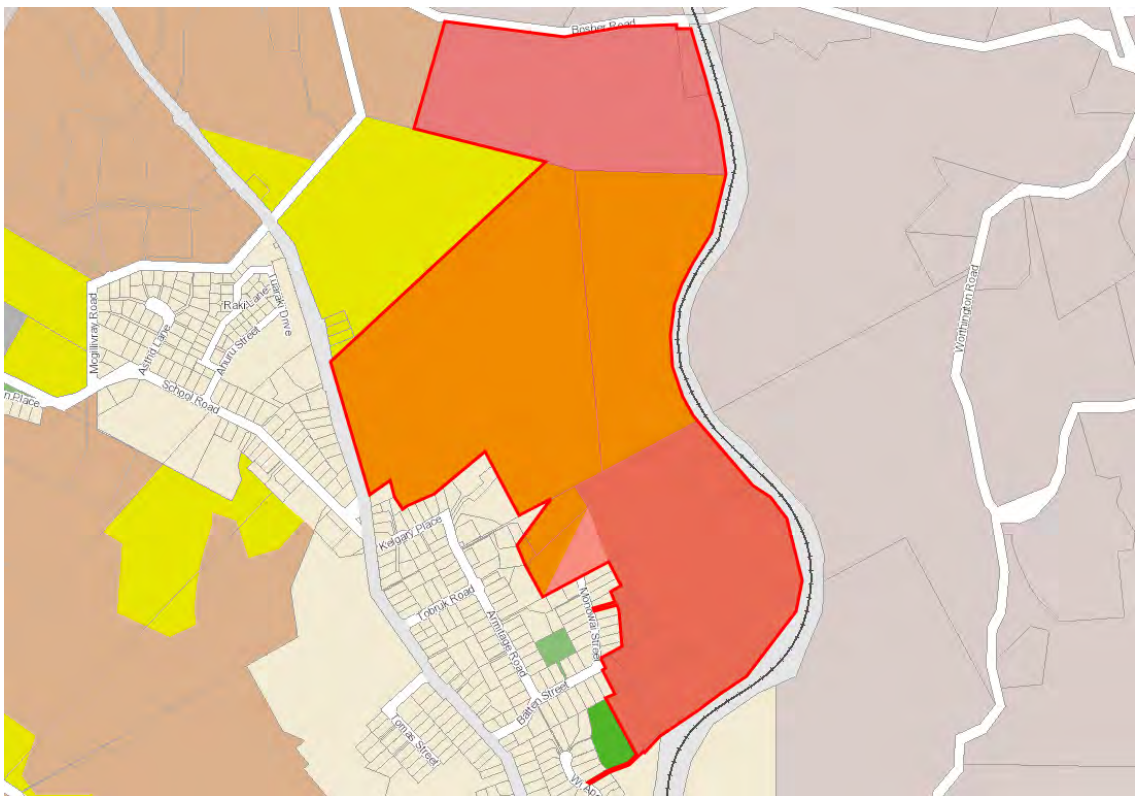


Figure 2: Existing Unitary Plan Zoning Plan with Plan Change 92 Area
 Source: Auckland Council GeoMaps (2024)

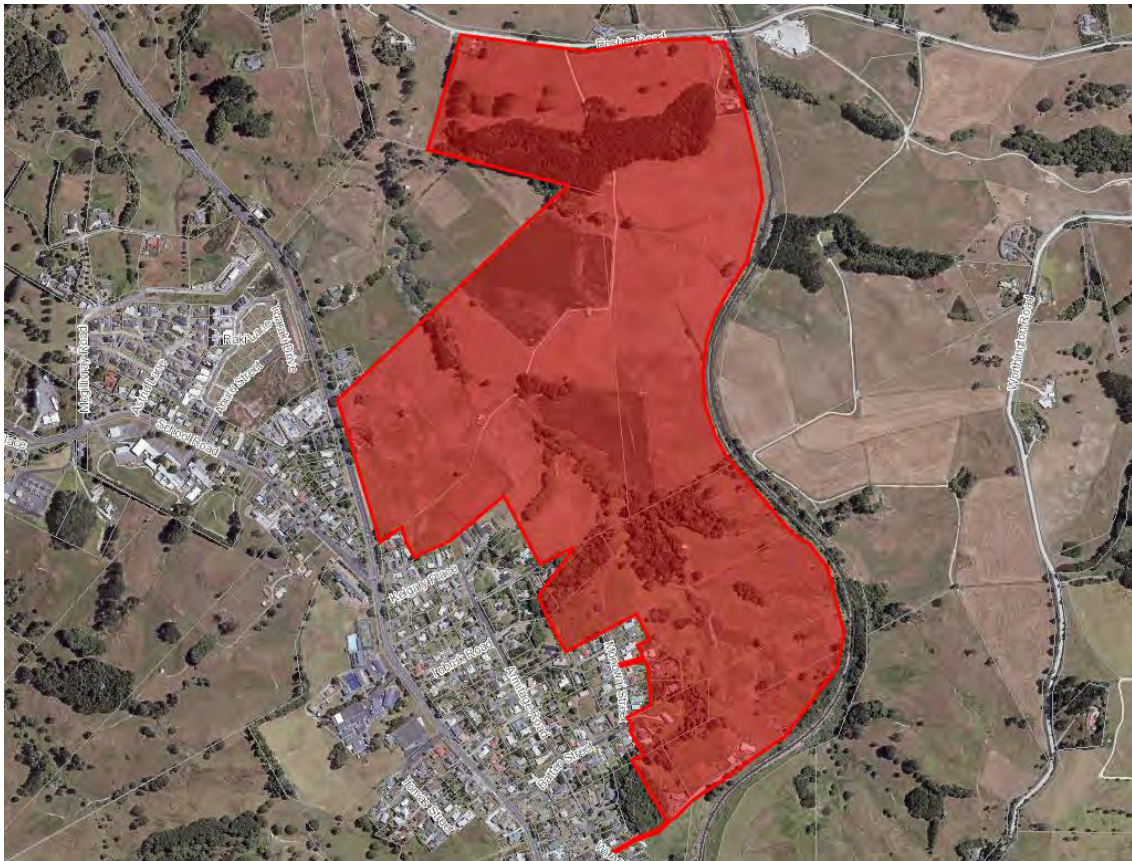


Figure 3: Aerial Locality Plan with Plan Change Area
Source: Auckland Council GeoMaps (2024)

Wellsford North Zoning Plan

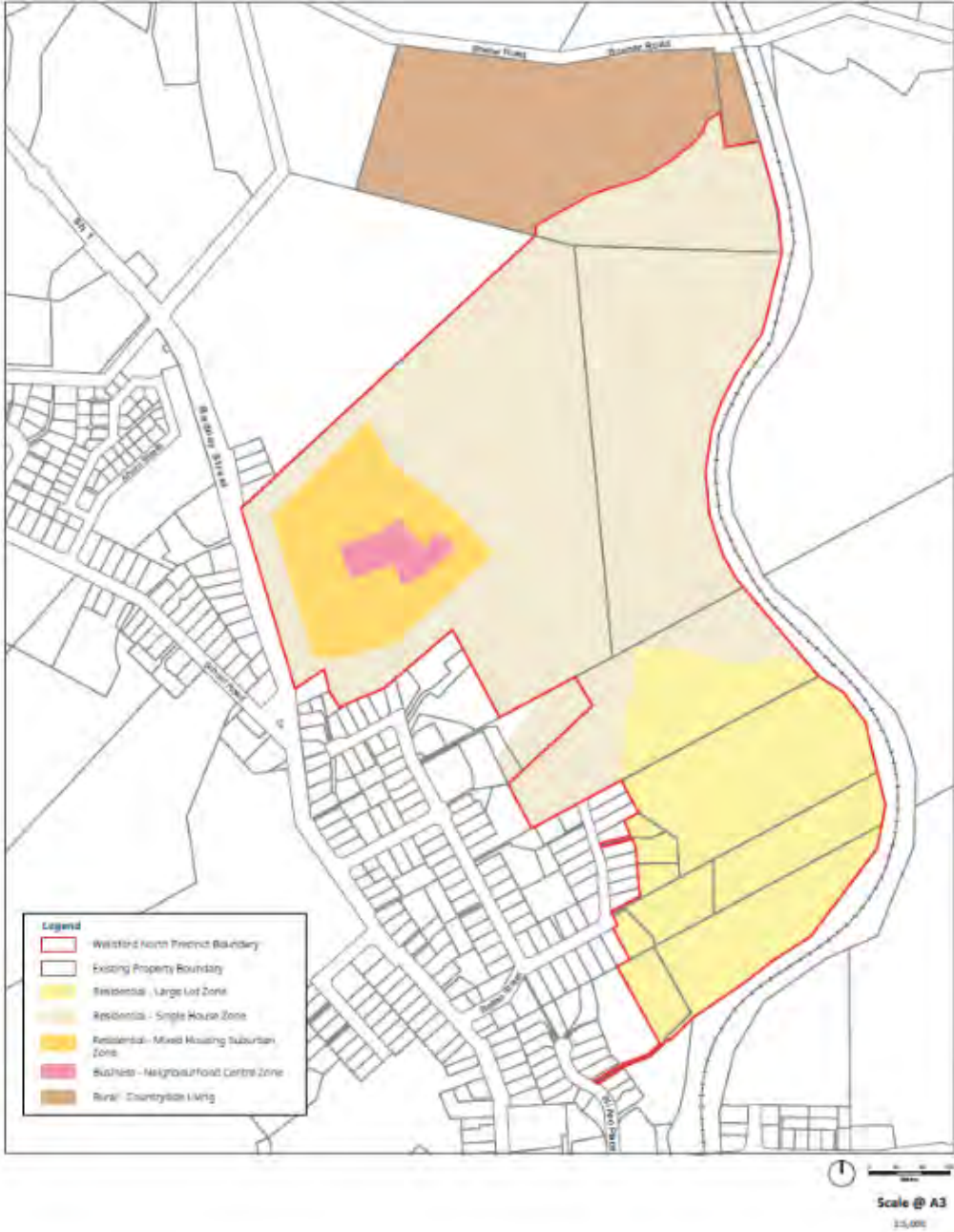


Figure 4: Proposed Auckland Unitary Plan Zoning under Plan Change 92
Source: Auckland Council

APPENDIX 3

SPECIALIST COUNCIL ASSESSMENTS

APPENDIX 3.1
URBAN DESIGN

PRIVATE PLAN CHANGE REQUEST - PC92



To: Robert Scott, Consultant Planner (Scott Wilkinson Planning)
For: Plans & Places Department

From: Mustafa Demiralp, Principal Urban Designer

Date: 23 February 2024

Address: State Highway 1 (Rodney Street) and Monowai Street, Wellsford

Application: Proposed (Private) Plan Change 92 - Wellsford North

Dear Robert,

RE: Proposed (Private) Plan Change 92 - Wellsford North

Thank you for the opportunity to review the private plan change request by Wellsford Welding Club Limited (WWC). I have been engaged by Auckland Council's Plans and Places department to provide an urban design assessment for the private plan change proposal for State Highway 1 (Rodney Street) and Monowai Street, Wellsford.

Qualifications and Experience

I have over 15 years of experience in the field of urban design gained in both the private and public sectors in New Zealand. I have professional qualifications in urban design, including a master's degree from Istanbul Technical University, and a bachelor's degree from Bilkent University in urban design and landscape architecture.

Between 2007 and 2021, I worked as an associate urban designer at Phillips Associates Ltd., an Auckland-based firm specialising in urban design and architecture. During this time, I worked on projects at varying scales, including structure planning, masterplanning, design of medium-density housing projects, site plan concepts and testing, urban design assessment and guidelines.

While working in the private sector, I have completed various resource consent applications for multi-unit developments in various urban environments, including a mixed-use integrated apartment development in Auckland CBD for 692 residential units and 39 commercial/retail units as well as more traditional greenfield and infill subdivisions across New Zealand.

In 2021, I joined the Tāmaki Makaurau Design Ope, (the urban design unit of Auckland Council) as a Principal Urban Designer. During my time at Council, I have reviewed numerous large subdivision and medium-density housing projects.

The Plan Change Request

The proposal seeks to amend the provisions of the Auckland Unitary Plan, Operative in Part (AUPOP) to rezone 72.06 hectares of land at Wellsford North from Future Urban, Residential – Single House, Rural – Countryside Living and Rural - Rural Production zones to a mix of Residential zones along with

an area zoned Business – Neighbourhood Centre, apply a precinct and the Stormwater Management Area Flow 1 to the majority of the site, with the remainder to be zoned Rural – Countryside Living zone.

1.0 SITE LOCATION AND DESCRIPTION

- 1.0.1. Wellsford is situated approximately 100 kilometres north of Auckland. Positioned at the intersection of State Highway 1 and State Highway 16, it acts as a pivotal point for travellers heading north. The town features a blend of residential, commercial and rural areas, catering to the needs of the local population and visitors. The town's population was noted as approximately 2000 in the Wellsford North Structure Plan Document.
- 1.0.2. The Plan Change area comprises 72.06 hectares of land situated in Wellsford North. This area includes land zoned Future Urban, Residential – Single House, Rural - Countryside Living, and Rural - Rural Production. The Plan Change area is bordered by SH1 to the west, the existing Wellsford urban area to the south, the North Auckland Railway line to the east, and Boshier Road to the north.
- 1.0.3. The Plan Change area predominantly consists of pastoral land, with a few dwellings and accessory/farm buildings. Existing unsealed access tracks serve the properties, primarily for farming activities. Several residential dwellings are scattered across the southern part of the area, mostly on rural lifestyle lots.
- 1.0.4. According to the Neighbourhood Design Statement (NDS), the site is positioned within a distance range of 800 to 1200 meters from the town centre, dependent on the chosen route, offering convenient walking and cycling options. The potential routes include pathways along road corridors other than State Highway 1 (SH1).



Figure 1. The proposed plan change area.

- 1.0.5. The topography varies from moderate to steep slopes, with gullies flowing from the southeast to the north-west, gradually levelling into more gently rolling terrain in the north.

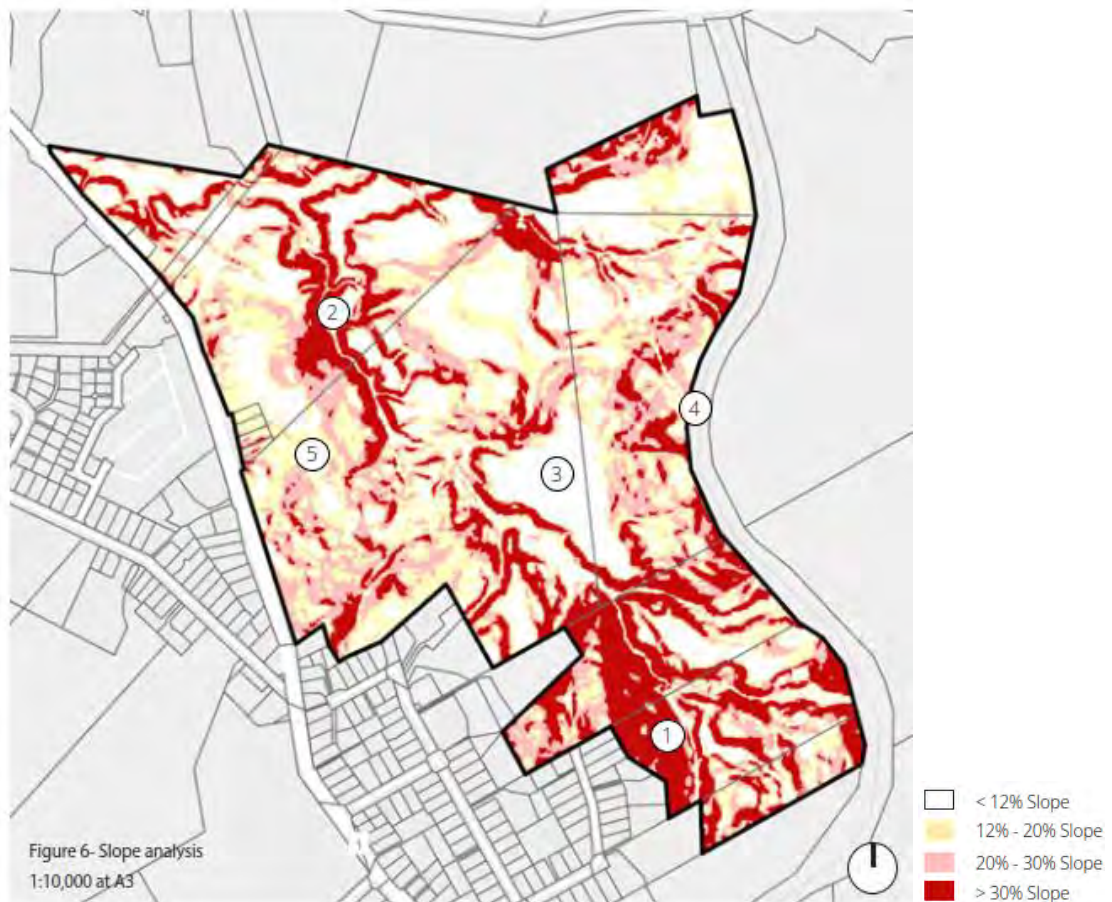


Figure 2. Slope Analysis from the NDS document.

- 1.0.6. The AEE includes a specialist geotechnical assessment which concludes that the Plan Change area is suitable for residential development, subject to a site-specific geotechnical investigation and design which would be required to better understand local ground conditions.
- 1.0.7. The geotechnical assessment report prepared by Tonkin & Taylor Ltd noted that it is considered that the land conditions are generally suitable for urban development. However, they also highlighted that slope instability presented 'the biggest risk to development, and achieving Council's required factor of safety for residential development presents the main geotechnical challenge in developing the site and confirming the development plan.' (Geotechnical Assessment, 4.5.1, Pg 22)
- 1.0.8. The geotechnical report advised that the determination of specific zoning and the resulting intensification for development should be done in collaboration with a Geotechnical Engineer. The flexibility to adjust the proposed lot intensity is recommended, depending on the ground conditions and the level of enhancement needed to achieve the necessary slope and geotechnical stability for the project.

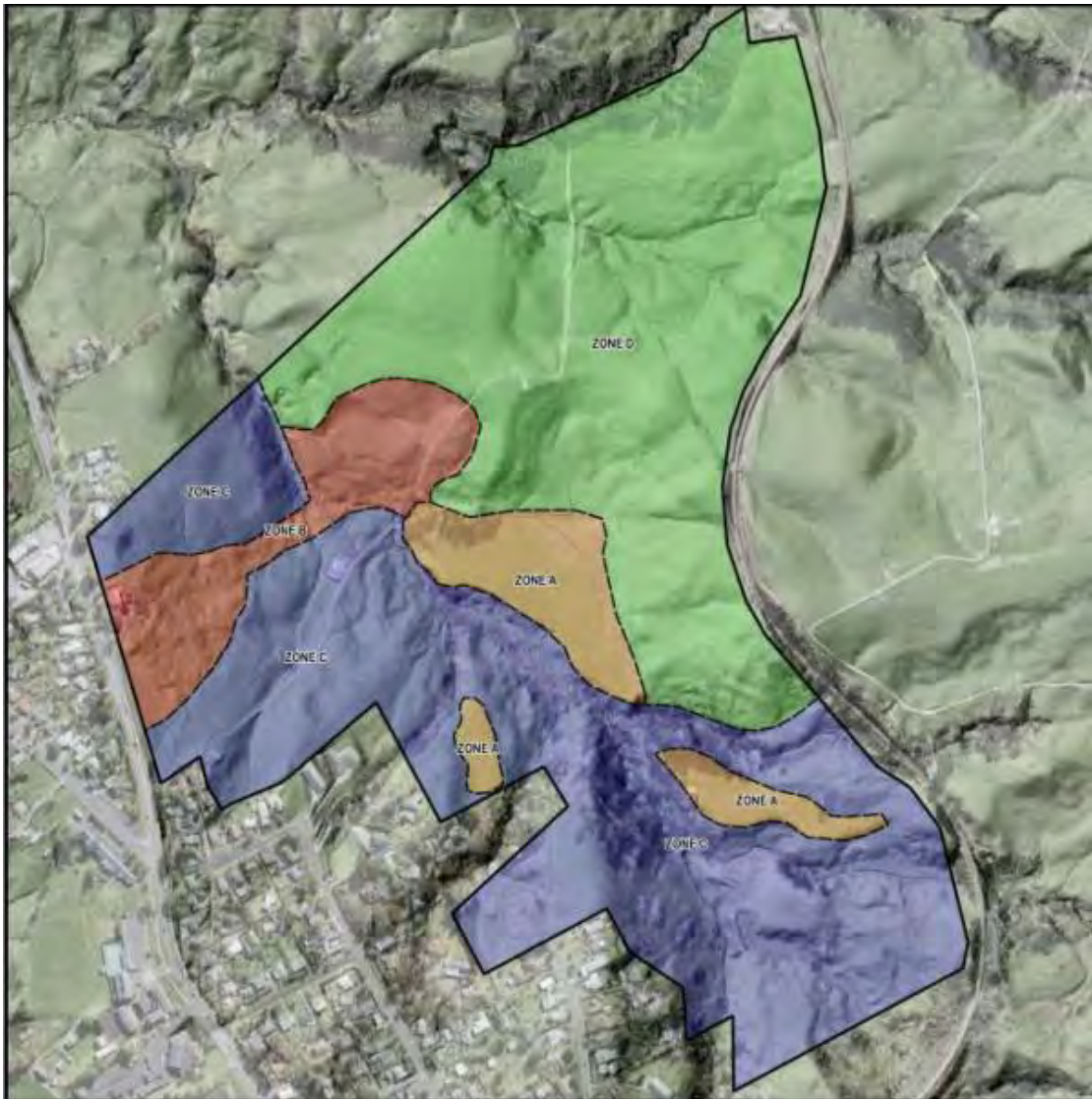


Figure 3. Geological Zones

1.0.9. Geological Zones as described in the geotechnical assessment:

Zone A: Development within this Zone is achievable but requires confirmation of ground conditions and may require assessment of liquefaction vulnerability and slope stability where development near steep slopes is proposed.

Zone B: Development within this Zone is possible but requires confirmation of ground conditions, slope stability assessment and earthworks design.

Zone C: Development within this Zone is possible but requires confirmation of ground conditions. Depending on the chosen development density, suitable building platforms will need to be identified. This is likely to entail site specific geotechnical investigation and design.

Zone D: Development within this Zone is achievable but requires confirmation of ground conditions and a better understanding of the inferred dormant features to confirm the most suitable method of development. This is likely to entail site specific geotechnical investigation, monitoring and design. Flexibility to reduce the proposed lot densities within some areas of this zone is considered prudent at this stage.

2.0 PROPOSED PRIVATE PLAN CHANGE:

- 2.0.1 A full description of the plan change request is outlined in section 5 of the Section-3 AEE report. (Pg 14-19) In summary, the proposed plan change seeks to:
- a. Propose a specific precinct for Wellsford North.
 - b. Utilize standard zones and Auckland-wide provisions, aligning with the policy intent of precincts under the AUP.
 - c. Include place-based provisions for a spatial development framework.
 - d. Achieve an appropriate urban layout.
 - e. Establish an integrated and connected street network.
 - f. Develop a network of open space that integrates with natural features.
 - g. Ensure development coordinates with necessary infrastructure upgrades.
 - h. Enable development at a scale and intensity consistent with regional zoning patterns.
 - i. Introduce variations to standard Auckland-wide and zone provisions, incorporating more tailored standards and assessment criteria.
 - j. Support the development of a distinctive sense of place.
 - k. Achieve a high-quality built environment within the Wellsford North Precinct.

2.1 Overview of the Proposed Zoning

- 2.1.1 The Proposed Plan Change aims to rezone approximately 72 hectares of land currently zoned as Future Urban, Residential-Single House, Rural–Countryside Living and Rural - Rural Production for urban development as follows:
- 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.

2.2 Precinct Description (XI.1)

- 2.2.1 In the notified version, the draft precinct description underlined the primary goal to facilitate the development of a well-planned residential community that promotes a quality, compact urban layout in Wellsford. The precinct proposed to accommodate various residential densities, allowing for medium densities near the Wellsford North Village Centre and State Highway 1, with provisions for up to two-storey structures. Lower residential densities are designated in the northern and eastern sections to align with the existing town character, while large lot zoning is assigned to the southern part due to topographic considerations. The precinct also includes a small neighbourhood centre near a proposed collector road to cater to residents' daily needs and theoretically reduce trips to the existing town centre.

- 2.2.2 According to the precinct description, special attention will be given to integrating natural features, particularly the network of streams, into the open space network to enhance the unique sense of place for Wellsford North. The land is proposed to be zoned as Residential – Large Lot Zone, Residential – Single House Zone, Residential – Mixed Housing Suburban Zone, and Business – Neighbourhood Centre Zone, with standard provisions applying unless otherwise specified. The area of Rural – Rural Mixed Zone located south of Bosher Road is proposed to be rezoned Rural – Countryside Living.
- 2.2.3 The Wellsford town’s character is not only defined by the built environment but also by the landscape character of the streets. This will be further discussed in this document, in the sections that follow. To support the landscape character of the town, I would recommend the following considerations:

‘Precinct description to refer to Wellsford town’s existing rural town character as well as the landscape character of the town, including predominantly present single detached typologies, generous lot sizes, green landscape character resulting from the significantly vegetated front and rear yards, as well as the tree-lined streets with generous verges.’

2.3 Objectives (XI.2)

- 2.3.1. In the notified version, the proposed objectives for Wellsford North Precinct aim to integrate with the existing Wellsford urban area and natural environment through comprehensive residential development. The objectives prioritize diverse housing options, environmental conservation, and efficient infrastructure, creating a distinctive sense of place. The primary objectives of the precinct can be summarised as:
- a. Comprehensive development that integrates with the existing Wellsford urban area and the natural environment.
 - b. Achieve diverse housing options in a safe and functional environment.
 - c. Achieve a distinctive sense of place, and create a unique identity aligned with natural features, landforms, and cultural and Manu Whenua values.
 - d. Promote efficient transportation, and provide safe, effective, and efficient access for all transport modes.
 - e. Manage and coordinate infrastructure with development synchronized with operational transport, water, energy, and communications.
 - f. Development timing with no development before operational transport infrastructure.
 - g. Stormwater management to mitigate adverse effects on the receiving environment.
 - h. Promoting ecological conservation to protect, restore and enhance wetland and stream habitats.
 - i. Noise mitigation for design activities near the rail corridor for health and residential amenity without hindering railway operations.
- 2.3.2 The integration between the new proposed precinct and the existing parts of Wellsford town was both highlighted in the Precinct Description and the objectives and policies.

‘Lower residential densities are enabled in the northern and eastern parts of the precinct, to integrate with the existing character of Wellsford.’ (From Precinct Description)

Objective X.2.2. *‘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.’*

- 2.3.3 To support the continuum of the local rural character of the precinct, and integration of the new built form, I recommend the following or a similar Objective to be included in the Precinct Plan:

‘Subdivision and development to recognise the lower density, open, spacious rural village character of Wellsford Town.’

2.4 Policies (XI.3)

- 2.4.1. The proposed policies for Wellsford North Precinct prioritise a highly connected and integrated residential environment. It emphasizes the creation of a unique sense of place, responding to natural and cultural elements, well-designed transport networks, appropriately sized subdivisions, and coordinated infrastructure development. The proposed policies of the precinct can be summarised as:

- a. Require the main collector road and key intersections in specified locations for a highly connected street layout.
- b. Specify locations for key local roads and active mode connections, allowing variations for an integrated and connected transport network.
- c. Ensure development provides a highly connected local road network integrating with the collector road, and surrounding transport network, and supporting the safety and amenity of open space and stream networks.
- d. Require an attractively designed transport network accommodating all transport modes.
- e. Require appropriate size and shape for subdivided sites, allowing smaller site sizes within Large Lot and Single House zones.
- f. Ensure publicly accessible open spaces contribute to the sense of place, incorporating distinctive site features and integrating with the stream network.
- g. Coordinate subdivision with stormwater, wastewater, water supply, energy, and telecommunications infrastructure provision.
- h. Coordinate subdivision with required transport infrastructure upgrades to minimize adverse effects on the surrounding road network.
- i. Require adherence to a treatment train approach in stormwater management, including the use of inert materials and water quality devices for runoff treatment.
- j. Contribute to water quality, habitat, and biodiversity improvements through riparian planting along streams.
- k. Design activities sensitive to noise near the railway corridor with acoustic measures, protecting residents’ health and residential amenity without hindering railway operations.

- 2.4.2 To support the local rural village character of the precinct, I recommend the following or a similar Policy to be included in the Precinct Plan:

‘Require subdivision and land use activities to be designed in a way that integrates with the existing rural village and landscape character of the Wellsford village.’

2.4.3 Overall, a variety of subjects were covered by the precinct description, objectives and policies to create a framework for an integrated, functional well-planned residential community with varying densities. The proposed plan prioritises integration with natural features, stream networks, and existing town character. Objectives focus on comprehensive residential development, diverse housing, environmental conservation, and efficient infrastructure to create a distinctive sense of place. Policies highlight connectivity, integration, well-designed transport, appropriately sized subdivisions, and coordinated infrastructure development. With my recommendations on acknowledging the rural town characteristics incorporated into the description, objectives and policies, in my view, there will be a positive planning framework that could support good urban design outcomes.

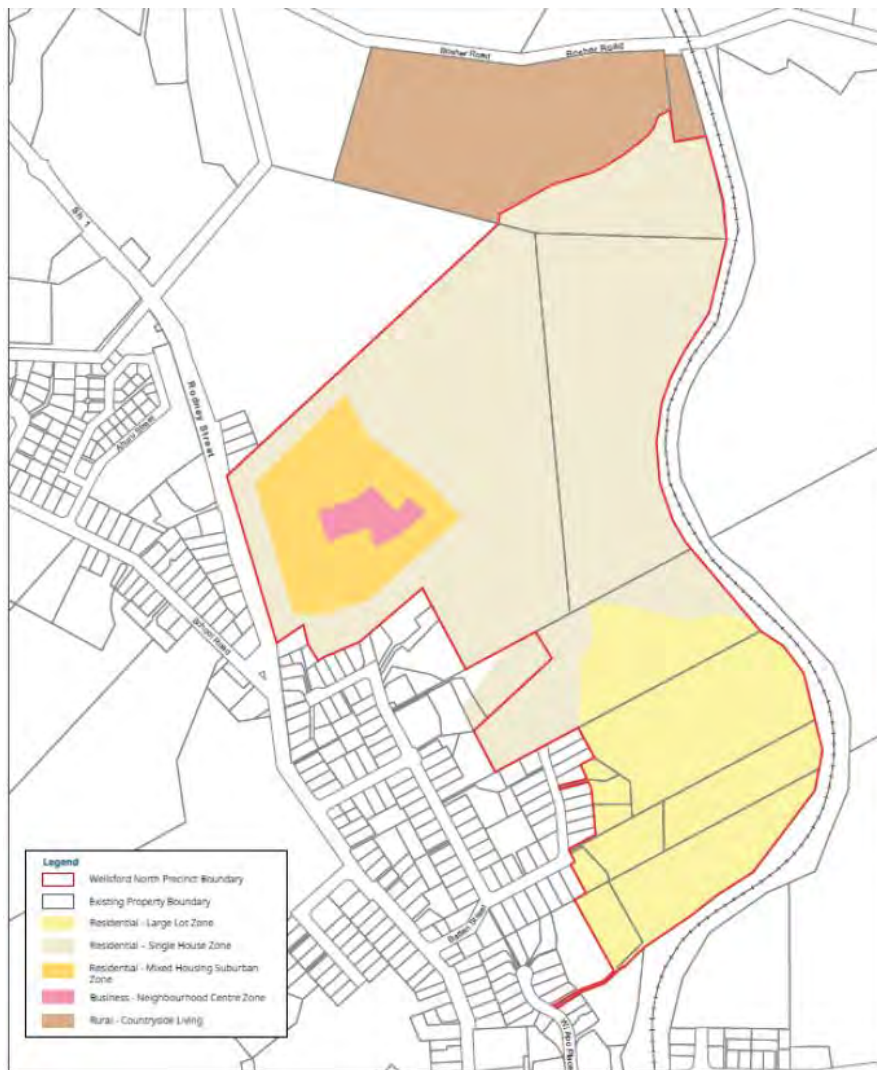


Figure 4. Proposed Precinct Plan

3.0 SUMMARY:

3.0.1. Following a review of the application, I consider that the private plan change proposal to enable the new Wellsford North Precinct **can be supported** from an urban design perspective subject to the recommendations in this report and summarised in Chapter 6.0. The reasons for this are outlined in the following assessment.

4.0 URBAN DESIGN ASSESSMENT:

4.1 Structure Planning and Connectivity

- 4.1.1 The precinct plan proposes an indicative collector road and three indicative key local roads. The only connected road among these is the indicative collector road, which is connected to SH1 and Monowai Street. This is positive, however, at the same time, the connection to Monowai Street was challenged by numerous submissions, for its form, shape and current width and its ability to cater for larger vehicle movements. I have measured the current road reserve for Monowai Street as 15m from the Auckland GIS. In my opinion, this road reserve width should be sufficient for the intent proposed (including footpath and cycle access), however, I defer to the traffic engineering advice in regard to suitability against the relevant technical engineering provisions.
- 4.1.2 All the indicative key local roads shown on the precinct plan are not connected. All these roads end in locations with no provision for future connectivity options. In my view, when implementing future subdivision and land use applications for various Plan Change areas, the lack of roading and uninformed block structure across such a large area is not conducive to quality outcomes and guiding integrated and connected subdivision patterns. It is also my opinion that the indicative roading network proposed fails to achieve the intent of the plan change policies that talk to a highly connected movement network (e.g. policies I – IV)
- 4.1.3 Furthermore, if practical, and where possible, I would recommend considering some of the key local roads are also shown as open space edge roads. The road reserve would not only provide natural surveillance and activation of the reserve areas with a clear line of sight to the riparian reserve from the residential properties but also provide an opportunity to integrate transportation infrastructure with ecological conservation. If implemented, it is my view that these reserve edge roads can serve as a buffer to protect sensitive habitats while creating recreational opportunities and improving Crime Prevention Through Environmental Design (CPTED) outcomes. Adopting this approach would more readily achieve the intent of Policy III, in my opinion.

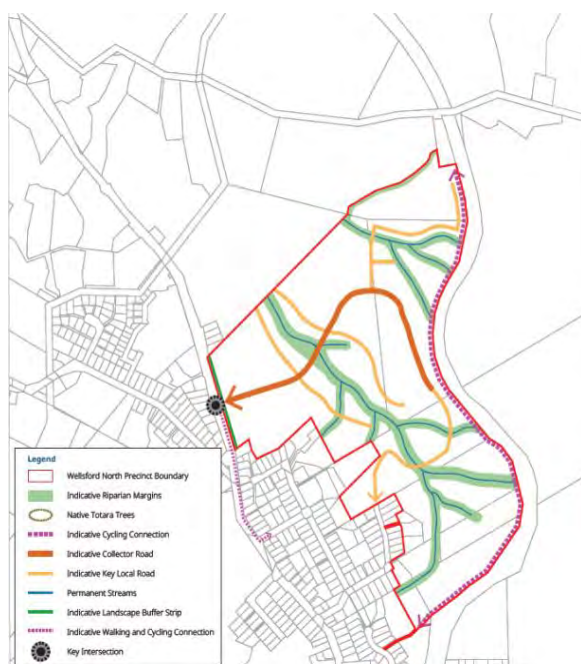


Figure 5. Proposed Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network

- 4.1.4 A well-integrated and connected urban form is always the most desirable outcome from an urban design perspective and is a key outcome for this plan change request. The absence of well-integrated connectivity would not only compromise access and transportation outcomes but could also limit social interactions, constraining the potential for community engagement. Urban design that neglects to prioritise connectivity may result in isolated pockets of development, undermining the overall functionality of towns and urban areas. In this regard, in-depth and detailed consideration will help future-proof the development in this part of the town.
- 4.1.5 There are various submissions that requested the expansion of the structure plan and precinct plan area. If such expansion were to be considered, it could be an opportunity to connect the proposed collector road to the main road from a second main connection, instead of relying on a limited local road like Monowhai Street. With the constraints and limitations to create additional connections to SH1 acknowledged, if the proposed collector road can have a provision to be extended, the paper road to the north that connects to both SH1 and Boshier Road, this could be an option and would present an opportunity to improve the connectivity of the main road, turning it into a collector road that connects back into the main network. The proposed structure plan document also recognises this potential and shows a possible connection point at this location in the form of a secondary road (Pg 10 of Appendix 3). This connection was also considered and illustrated in Auckland Council’s 2011 Structure Plan.
- 4.1.6 Connection possibilities to Armitage Road should also be considered as part of any future structure planning of this area. However, I accept that this opportunity should also be subject to transport assessment.
- 4.1.7 Policies IX.3.1, IX.3.2 and IX.3.3 are supported. For more clarity and to ensure these will be applicable, the possibilities around extending the structure plan and precinct plan to include this paper road connection, and further clarity on the connectivity of the key local roads can be considered further.

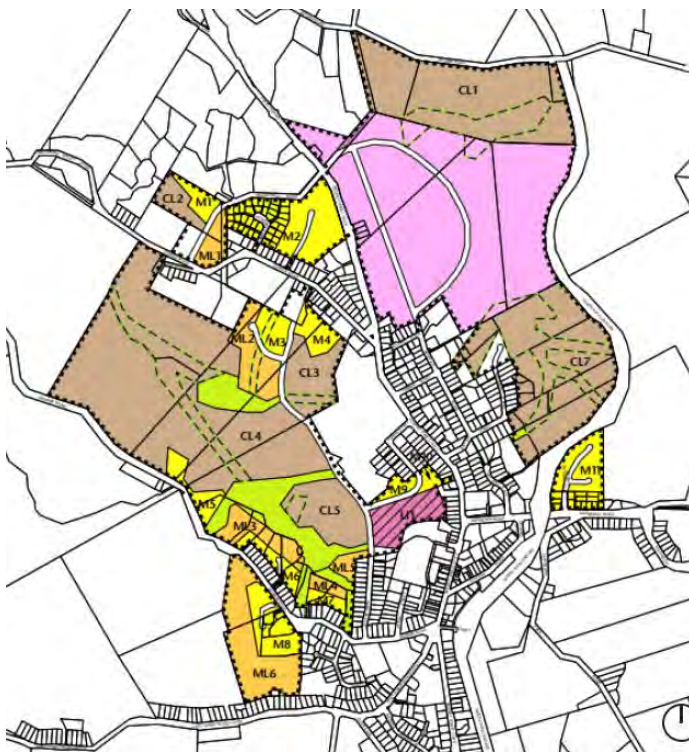


Figure 6. Proposed Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network

4.2 Zoning, Density and Topography:

- 4.2.1. The proposed zoning resulted from a process of various design discussions, meetings and correspondence with the applicant and council officers. The current zoning proposal had some important changes during the process. During the early days of engagement and discussions with the applicant, the proposed zoning included higher density zones, such as Mixed Housing Suburban instead of the notified Single House Zone, and Mixed Housing Urban Zone for the areas that are now zoned as Mixed Housing Suburban in the notified version. Council officers were concerned about the effect of higher intensity residential development on the rural village character of Wellsford Town. Council officers were also cognisant that the Wellsford is excluded from the Government mandated intensification zoning changes to be implemented through Proposed Plan Change 78 – Intensification. A density that is more in line with Wellsford town and a more gradual transition from the existing urban to the subject precinct as well as to the adjoining rural areas was recommended. These changes were implemented through the Clause 23 and 24 process under Schedule 1 of the RMA and resulted in the notified version.
- 4.2.2. The current surrounding zones in Wellsford town are Residential - Single House Zone, Rural - Country Side Living and Rural – Rural Production zones. In my view, by implementing largely the Single House Zone as the predominant zone within the plan change area (with the ability to reduce lot sizes down to 300m² vis the precinct provisions), it is my view that the proposal represents greater suitability and integration with the current built form. Overall, with this zoning and precinct provisions a transitional character that would complement the existing urban patterns to the south and the west can be achieved.
- 4.2.3. Several more compact lot examples from more recent developments are also present in Wellsford (approximately 350 – 500 sqm lots) on the western side of SH1, such as the subdivision on Tuaraki Drive (refer figure 7). Together with the proposed minimum 300 sqm lot size, the general density outcome of the proposal will be more similar to the more recent examples in town and north of Wellsford.

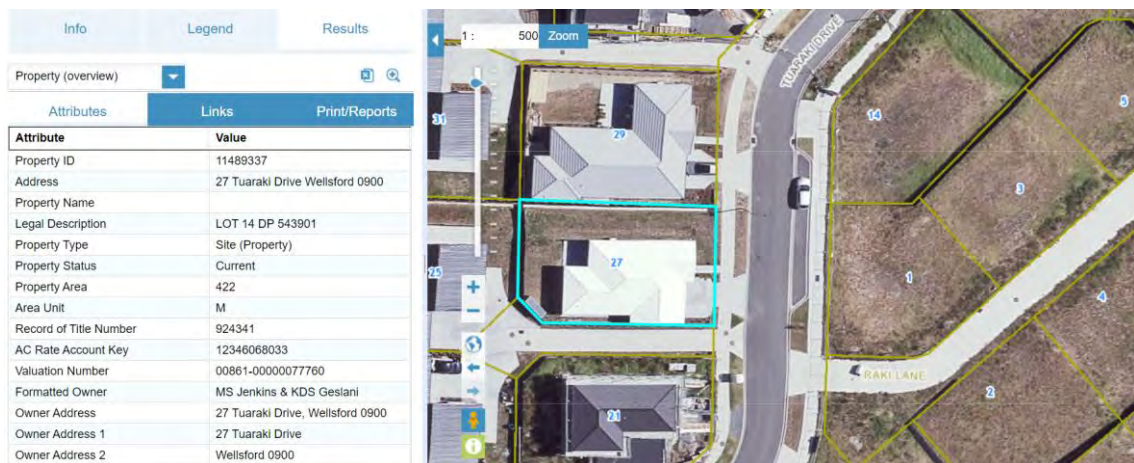


Figure 7. 27 Tuaraki Drive, a 422 sqm, single detached lot.

- 4.2.4. The average lot sizes around the Wellsford township are mostly + 800 sqm in size. Some examples from the site's vicinity include; 8 Kelgary Place – 785 sqm, 8 Tobruk Road – 890 sqm. 2 Tobruk Road 830 sqm, 275 Rodney Street 920 sqm. More density variations, that allow for larger sites to provide more choice within the site, especially providing areas that are similar to the existing character of the town could be considered.

- 4.2.5. Creating a local centre (Business – Neighbourhood Centre), and increased intensity options around this centre (though the use of the Residential – Mixed Housing Suburban Zone) are supported. However, the location of this centre within the plan change area and the Residential – Mixed Housing Suburban zone proposed around this centre, area raises some urban design issues.
- 4.2.6. The Neighbourhood Design Statement (NDS) document stated that the slope and tissue analysis had provided the following opportunities for considering how to deal with the slope on the Wellsford North Structure Plan:
1. Concentrate the highest density of residential development in the flattest and most open contours;
 2. Use difference in slope and aspect to differentiate between distinct character areas;
 3. Align key streets along the contours of the slope;
 4. Use the natural drainage system and associated steeper slopes to create a well defined green open space network and positive water sensitive urban design outcomes.
- 4.2.6 While these principles were underlined as the basis of the zoning decisions, the centre location together with the higher density residential options around this centre were proposed in a location where the steeper topography is more challenging. While the relatively flat areas such as the location shown as ‘area 3’ on the slope analysis on page 13 of the NDS document were zoned as single house zone.

1.3.2 Topography and Slope

The site's topography slopes away from SH1, the existing residential area and the rail corridor towards a central waterway that slopes from the head of the valley at the south of the site towards the north. As Figure 4 illustrates, feeding into the central waterway are a number of small gullies with steeper ridges, particularly in the southern portion of the site. The topography creates a unique sense of space and plays a strong role in determining a site's characteristics in the form of alignment of streets, housing typologies and types of open spaces.

While these areas provide various development and connectivity constraints, structure planning considerations, and opportunities include:

1. large allotments to suit the topography;
2. steep areas to be included within riparian margins to enhance ecological and amenity values;
3. flat areas to cater for greater housing densities, and for more formalised recreation and open space treatments;
4. high points or hill tops to provide opportunities for public viewpoints; and,
5. alignment of streets to enable housing developers to better respond and work with the existing block-form.

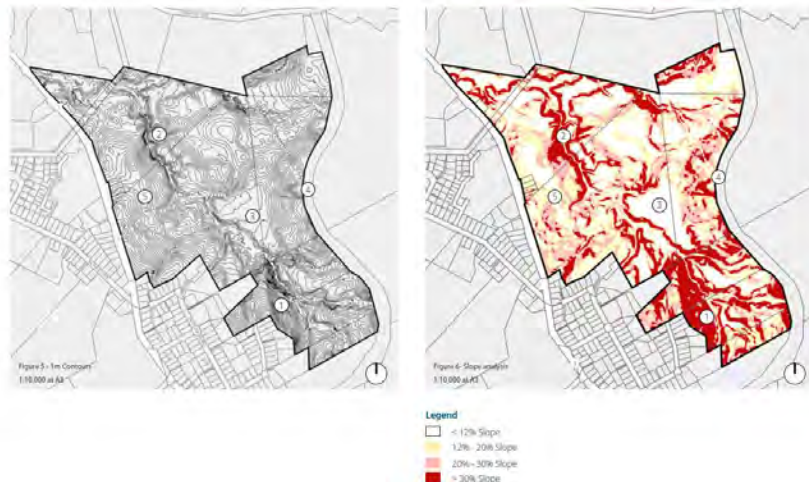


Figure 8. Topography and slope analysis from the NDS document.

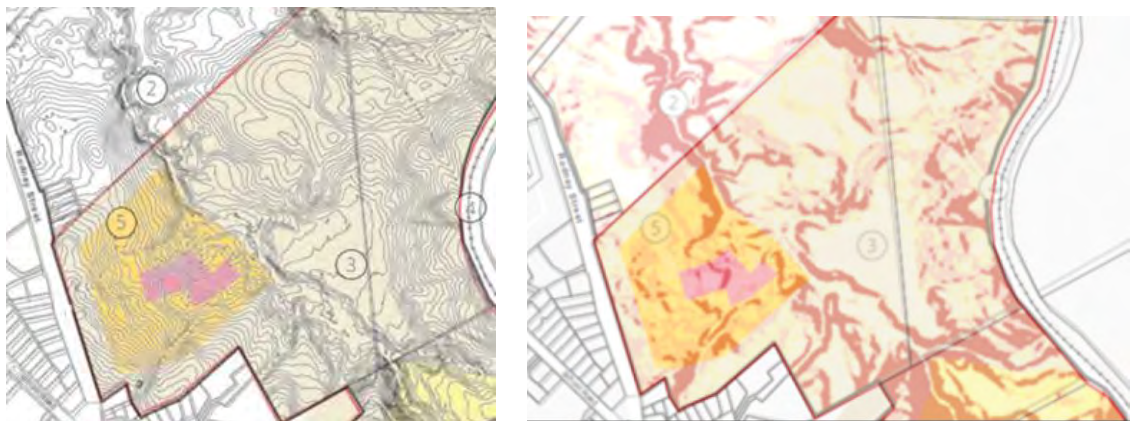


Figure 9. Proposed zoning together with contours to the left and the slope analysis diagram from the NDS document. As can be seen from these diagrams the centre area was considered at a location with more challenging topography while.

- 4.2.7 In my view, more consideration should be given to the zoning provision in consideration with the slope analysis, and utilising the 'area 3' for higher densities. Proposing higher density zoning on this flatter land would offer several advantages compared to steeper parts of the plan change area.
- 4.2.8 As can be seen in Figure 10 below, the RL drops to 20m from 50m across a distance of approximately 222m from SH1 (from contour line 50) to the lowest valley point. This would result in a slope of approximately 13.47%. The slope in this location varies and according to the slope analysis (figure 9) there are various locations where the slope is higher than 20-30% and higher than 30%. I consider the challenging topography as an important aspect to consider as part of the zoning options.

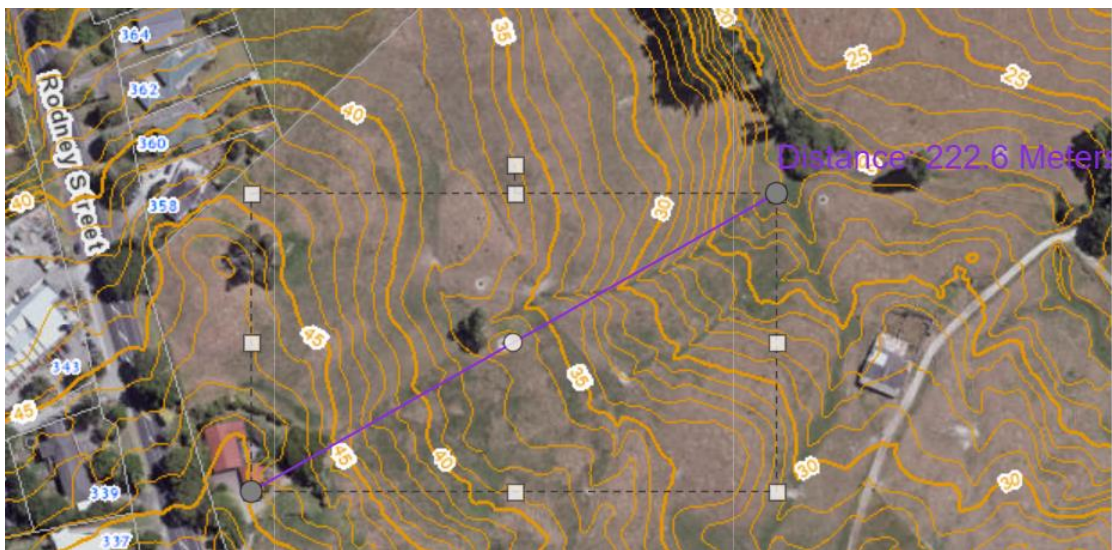


Figure 10. An example from the site contours, from the lowest valley point to the highest point at SH1. The level difference from the area labelled as the 'central area' in Neighbourhood Design Document pages 10 and 11 is located approximately 30 metres lower than SH1 with contours running approximately from 50m to 20m.



Figure 11. A picture taken looking west towards the area zoned as the neighbourhood centre and the higher density residential.

4.2.9 Flatter terrain would allow for more efficient land use, and easier infrastructure development, reducing the construction complexity. This could also promote walkability, make it easier for residents to navigate and access the centre, supporting connected communities. During my site visit, I personally walked up and down in this area, and observed that the slope could get quite steep at certain locations, this area presented a generally steep landform.

4.2.10 Shifting the higher-density developments to flatter parts of the site could also mean lower infrastructure costs, making it more economically feasible.

4.3 **Wellsford Town Character and Identity:**

4.3.1 The current urban character of Wellsford town is defined by larger size lots generally around 800sqm, single detached typology, one or two-storey dwellings, low-density character, generous verges, deep and landscaped front yards, vegetated yard spaces, and few rear sites.

4.3.2 In my opinion, the proposal to predominantly zone the site Single House, will be a suitable zoning to preserve the rural town character of Wellsford. In addition to the standards of the Single House Zone, additional controls for the Precinct should be considered to preserve and strengthen the rural town character of the town. Below are some examples from around the site's vicinity and Wellsford town.



Figure 12. 1 and 11 Monowhai St



Figure 13. 18 Monowhai St and 6 Armitage Road



Figure 14. 6-8 Kelgry PL and 27 Batten St.



Figure 15. 6 and 8 Batten ST.



Figure 17. 6 School ST.

4.3.3 As can be seen in the examples provided in the figures 12 – 17, the combination of detached typologies and the prevailing front yard landscape setbacks in Wellsford, supports the rural village / landscape character of the town and streetscape.

4.4 Standards

4.4.1. The application of the Single House Zone across the site as the predominant zoning is supported, and this will support the precinct description and Objective X.2.1 and will help achieve a cohesive character of the town. However, as highlighted earlier in this memo, the town's character is not only defined by the built environment's density but also by the landscape character. With this consideration, I would recommend the following considerations for the Precinct Plan standards:

- I. **I would recommend a deeper front yard control to be added to Table IX.6.6.1 Minimum Net Site Area within Single House Zone which would allow for a more spacious landscape streetscape and the ability to grow a variety of specimen trees within the front yard.** The 3-metre control from the Single House Zone, in my view, will not fully represent and achieve a cohesive integration with the rest of the township. **For this, I would recommend a minimum of a 4 metre front yard control for the Single House Zone within the precinct.**
- II. **In order to support the town's character and likely heavy reliance on private vehicle use; to ensure that Single House Zone Policy H3.3 (3) can be realised; and to ensure garages are not a dominant feature of the streetscape, I would recommend the following garage setback standards to be included in the precinct.**

1. A garage door facing a street must be no greater than 45 percent of the width of the front façade of the dwelling to which the garage relates.
2. Garage doors must not project forward of the front façade of a dwelling.
3. The garage door must be set back at least 5m from the site frontage. Minimum garage setback 5m.

III. To partially set the above yard and garage standards and allow more upper storey building mass, for the Single House Zone, I would recommend an amendment for the Height in Relation to Boundary (HIRB) control to be increased from 2.5m and 45 degrees to 3m and 45 degrees. Following my testing on the proposed provision, I am of the view that the current HIRB together with the reduced lot sizes will be very limiting to achieving feasible and logical building outcomes that are supported by structural integrity. Please note this constraint was also raised in the submissions. 3m and 45 degrees will allow for greater flexibility and will support development while providing considerable control for solar needs. Please note that is development standard it is also used in D18. Special Character Areas Overlay provisions as well.

Site Layout Testing

- 4.4.2. I have completed some testing analysis to review the current proposed minimum net site area of 300 sqm together with the 4m or deeper front yard, 5m garage setback and the feasibility of these provisions.
- 4.4.3. One point that should be noted for the 300 sqm size lot is that it limits the building coverage to 105 sqm (35% coverage control from Single House Zone). On a single-level unit scenario, the options could be quite limited to probably a maximum of a three-bedroom unit typology. If a single garage that is approximately 20 sqm would be proposed, the remaining 85 sqm GFA would just allow for a 3-bedroom unit, or possibly 2 bedrooms and a study unit. This may not be an issue if the eventual development proposal wants to cater for a range of dwelling typologies including dwellings containing less than 3 bedrooms.
- 4.4.4. If car parking pads were to be provided for parking, larger unit typologies would be possible.
- 4.4.5. When the minimum net site is implemented, there is a limited variety of lot dimensions. Some examples of possible, developable lot sizes could be 15m wide and 20m in length or 12.5m to 24 meters for a deeper site length. Obviously other dimensions would be possible but as the site width becomes narrow, the development option will be very limited. Also in terms of length, sites that are smaller than 20 metres may not result in functional urban blocks.
- 4.4.6. For single-level units, anything narrower than 10m wide could pose challenges to fit in a functioning unit, especially if a garage would also be included.
- 4.4.7. For two-storey unit types, approximately a 3.7m wide setback from the side yards would be required to comply with the height in relation to boundary control. For these units, wider lot profiles will be preferable.

- 4.4.8. I have tested two site options with the proposed provisions one is a 15m X 20m option site option and the other is a narrower 12.5m X 24m.
- 4.4.9. I have also tested a two-storey unit scenario. In my view, anything narrower than 15 metres could start to pose difficulties in achieving balanced building forms and may lead to 'wedding cake' type buildings. Another possible issue could be the creation of a building with reduced structural integrity in order to comply with the current HIRB control. This may possible increase the construction costs further while resulting in an undesired building form.
- 4.4.10. In all scenarios I have tested, a fully compliant unit with minimum 4m deep front yard, 5m garage setback and 6+ metres deep rear yard was accommodated for each option.

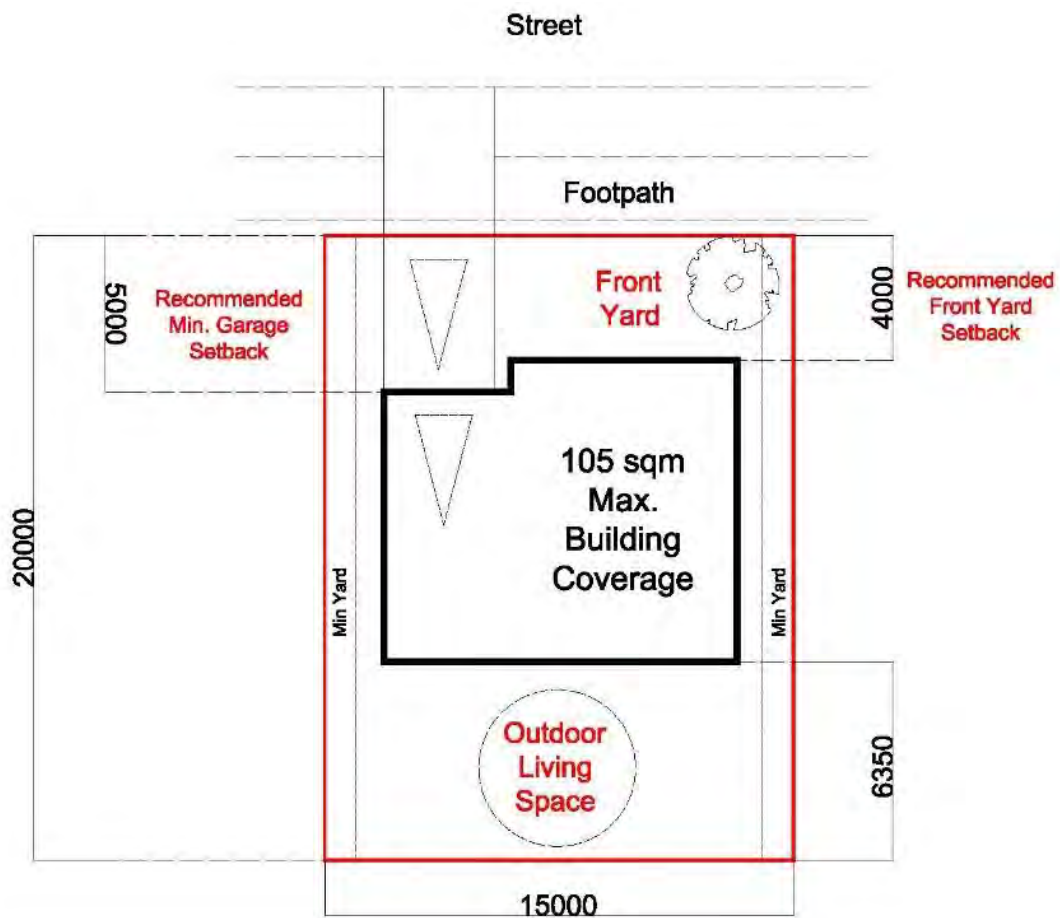


Figure 18. Site Layout Testing Diagram 1. 15mX20m site option. Single Storey development with single garage and additional car pard. Recommended Front yard and garage setback controls implemented.

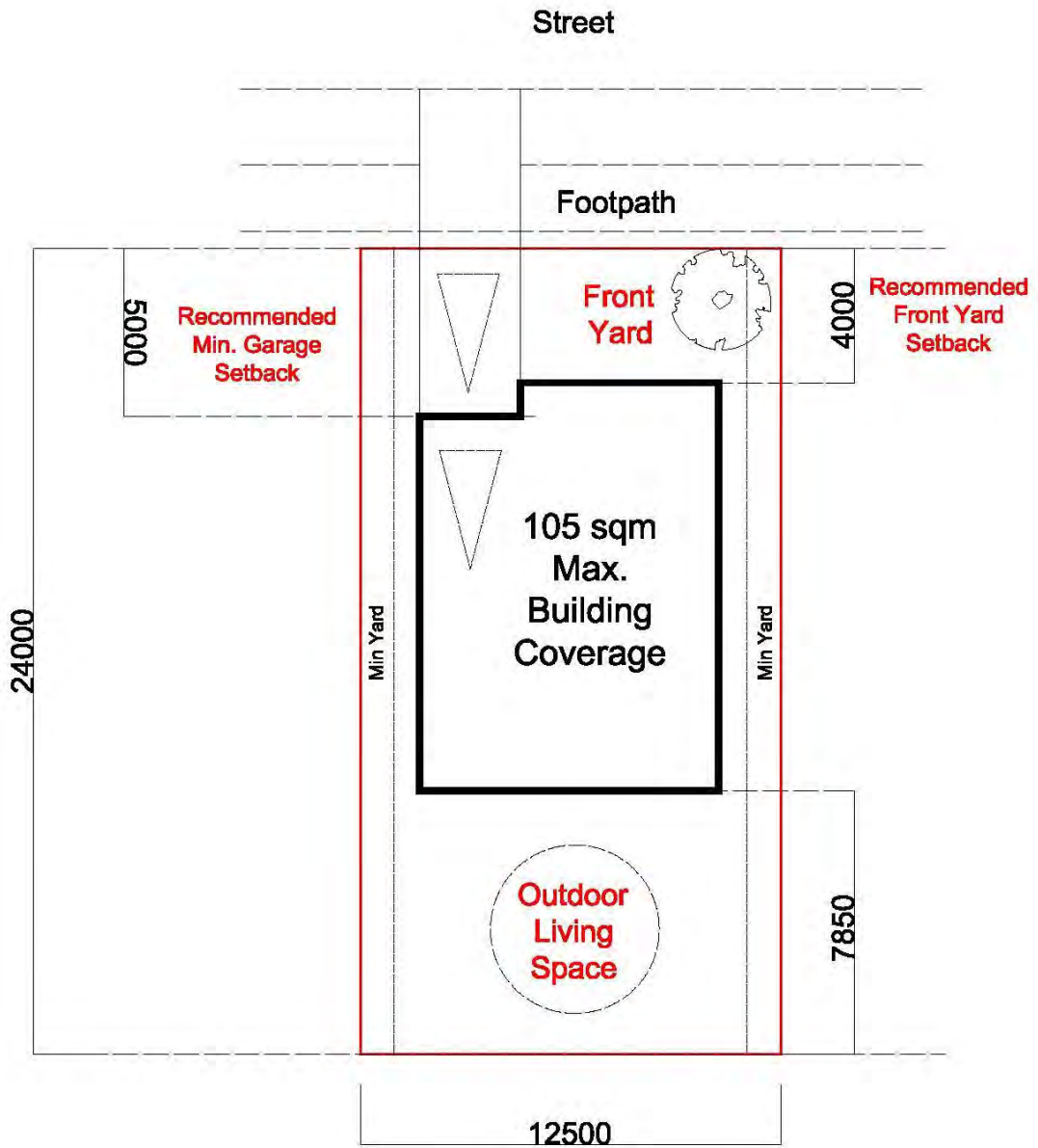


Figure 19. Site Layout Testing Diagram 2. 12.5mX24m site option. Single Storey development with single garage and additional car pard. Recommended Front yard and garage setback controls implemented.

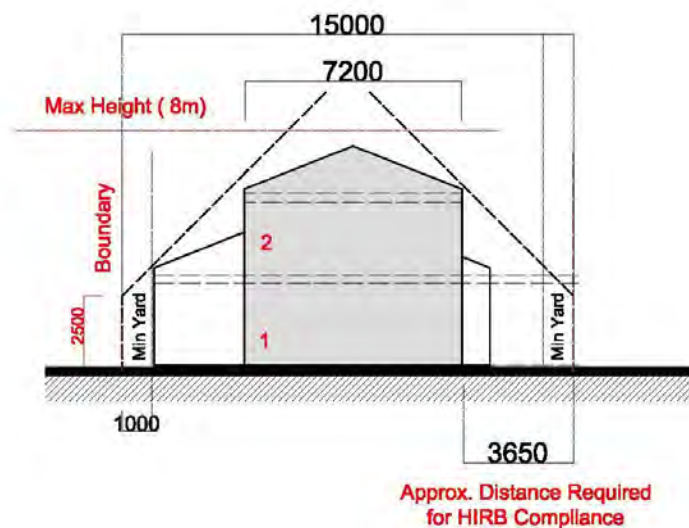
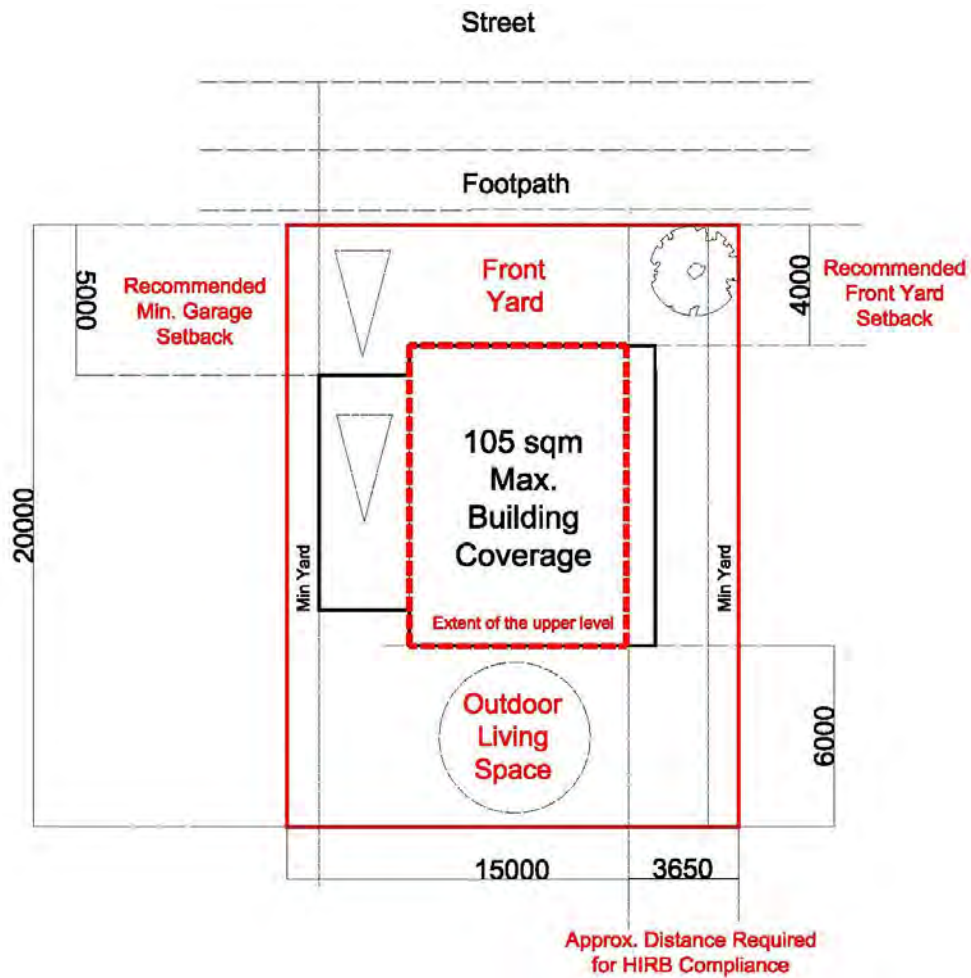


Figure 20. Site Layout Testing Diagram 3. 15mX20m site option. Testing for a two-storey development with a single garage and additional car pad. Recommended front yard and garage setback controls implemented. Single House HIRB was used. 15m wide site would allow a storey development option with the Single House HIRB, 2.5m and 45 degrees while maintaining a level of structural integrity between levels. A building width of approximately 7.2m to 7.7m could be achieved on the upper level.

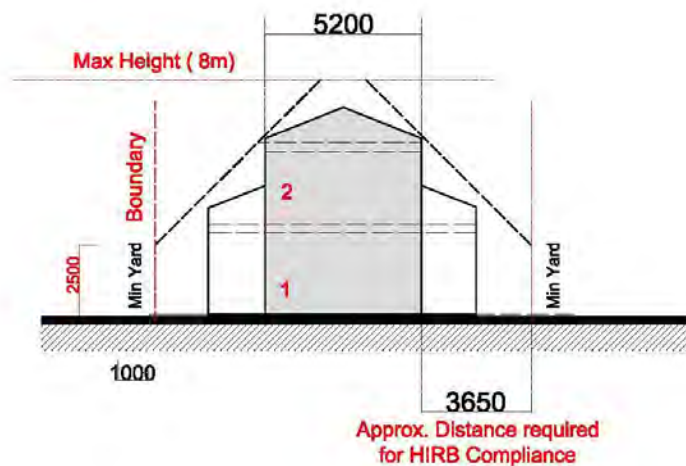
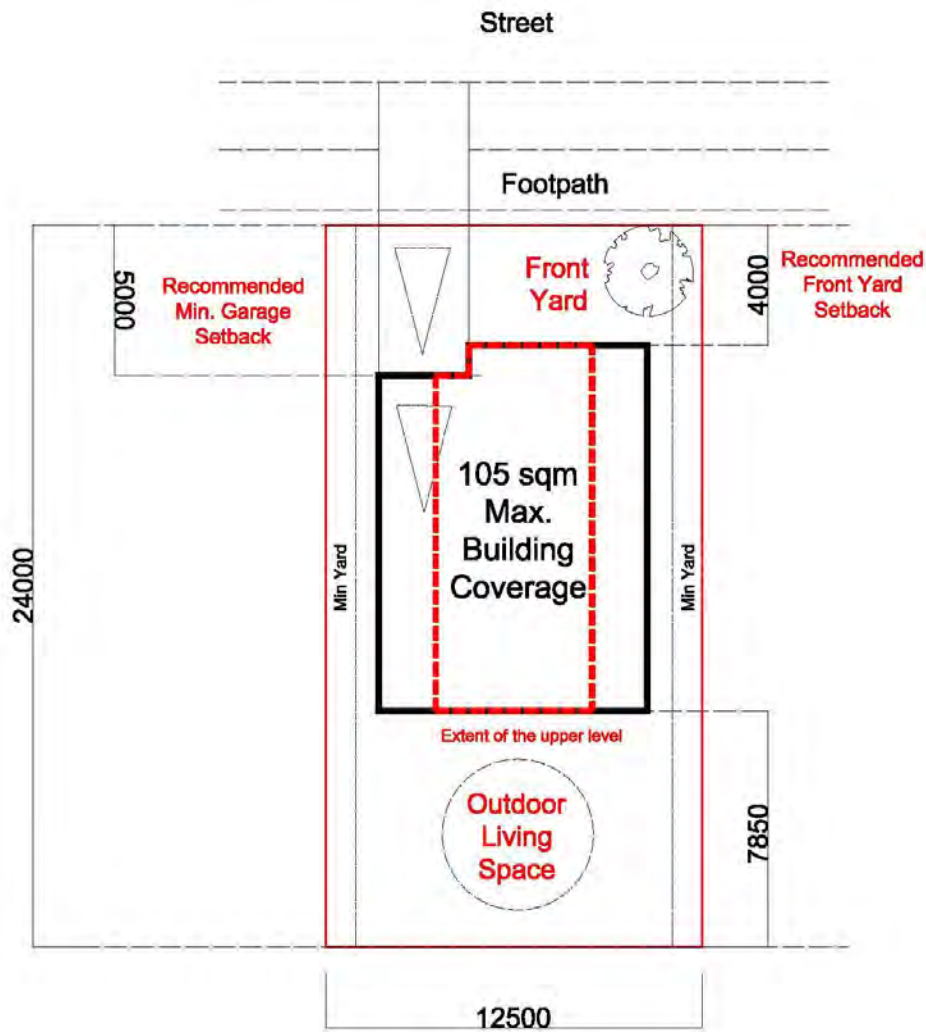


Figure 21. Site Layout Testing Diagram 4. 12.5mX24m site option. Testing for a two-storey development with a single garage and additional car pad. Recommended front yard and garage setback controls implemented. Single House HIRB was used. For sites 12.5m wide or less, the development options are reduced and the HIRB starts to become limiting and dictating. In this example a maximum of 5.2m wide upper level could be accommodated. Also if the building coverage on the ground floor would be desired to maximised, this would most likely result in stepped built forms and possible structural integrity outcomes, possible leading to more costly constructions where transfer beams might be needed.

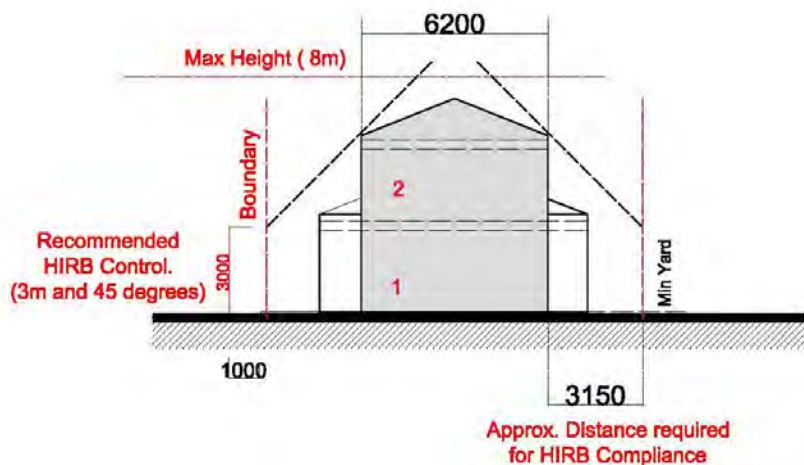
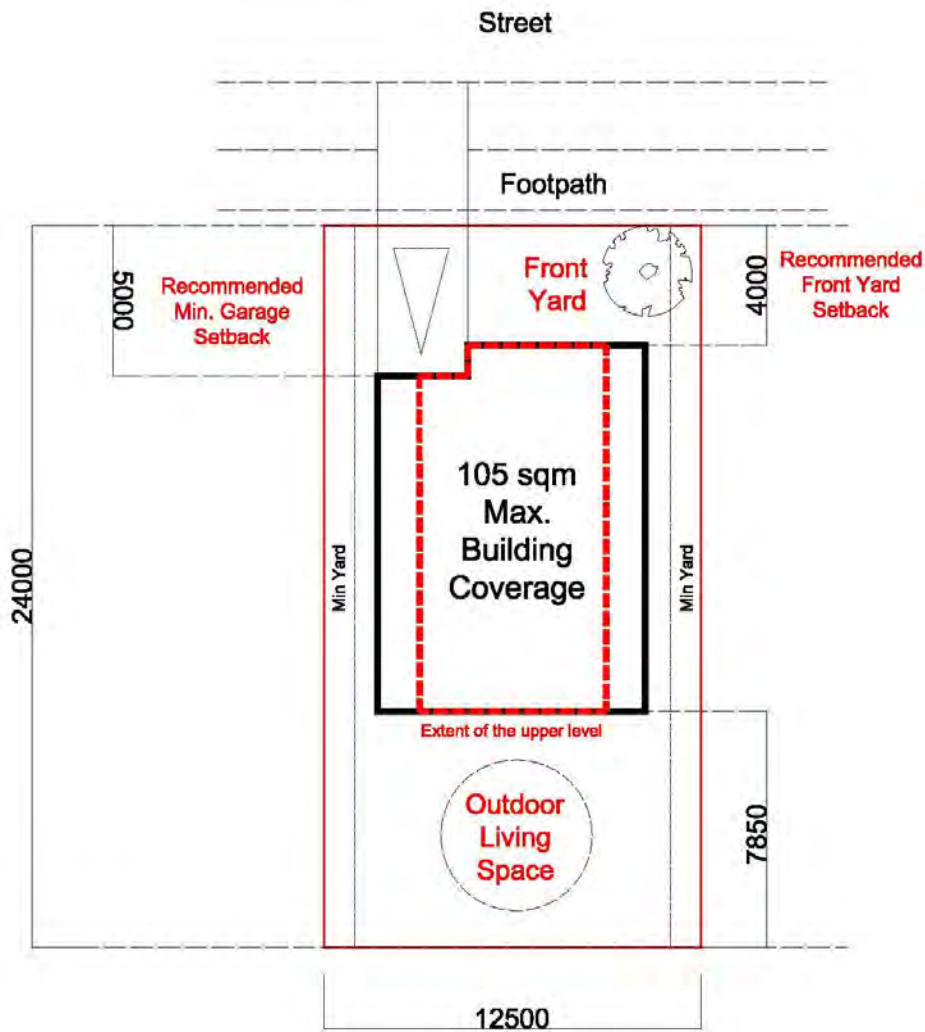


Figure 22. Site Layout Testing Diagram 5. 12.5mX24m site option. Testing for a two-storey development with a single garage and additional car pad. Recommended front yard and garage setback controls implemented. Also in this diagram, the recommended 3m and 45 degrees were used. This led to gain for an additional 500mm on both sides, to a total of 1m wider upper level building profile. This will allow for greater variety and possibility for a broader range of building forms and typologies.

Railway Line Setback

- 4.4.11. The railway line to the east represents the future boundary between urban and rural areas. While providing visual screening, this landscape buffer will also create a transitional space and define the edge of the town and will mark the beginning of the rural area.
- 4.4.12. While I support a setback between the rail corridor from the building line, I question whether 5m would be sufficient. This concern is exacerbated by the precinct plan also having a provision for a green cycleway and a pedestrian link proposed alongside the railway line. Again, while this approach is supported, it is uncertain how that will be achieved and where this buffer landscaping will take place and its ownership are all uncertain.
- 4.4.13. In my view, the current 5m setback will not allocate enough space for this path to be realised. In the NDS documents, the total width of this realm is shown as 5m including the footpath, cycleway and landscaping (figure 23). This leaves no room either for a private yard or the greenway itself.
- 4.4.14. **In my view a deeper setback such as 10 metres would better future-proof the implementation of the walking and cycling connection.** This will also ensure that the interface vision from the NDS document could be better achieved and realised.

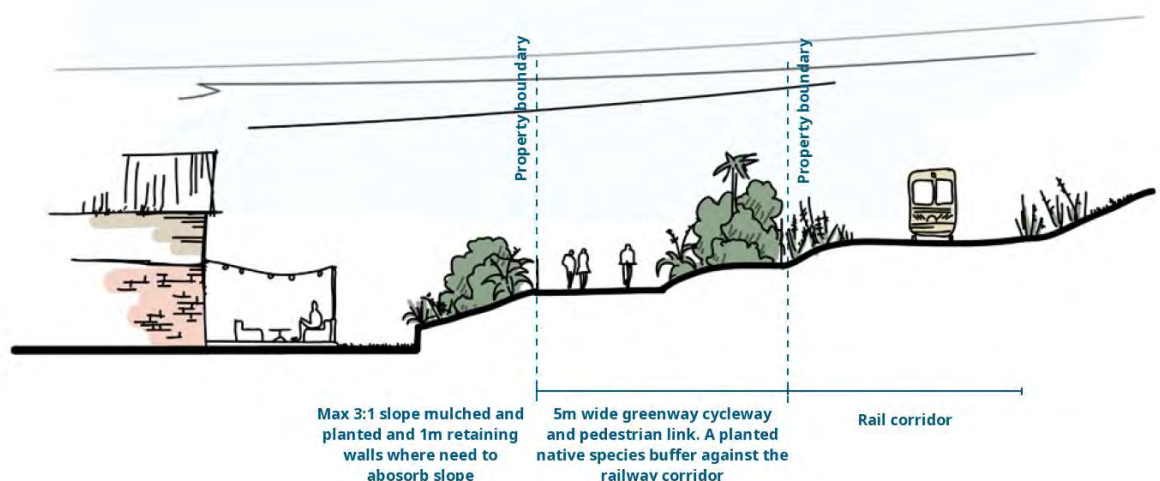


Figure 23. Railway Interface cross-section from the NDS document.

Assessment criteria

- 4.4.15. Landscape buffer proposed 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 is supported. This is creating a transition zone between the SH1 and the new residential development, supporting the amenities of the residents.
- 4.4.16. Implementation of open space edge roads can be considered as an Assessment Criteria. I would recommend the following be added to IX.8.2.(1), **'Whether subdivisions maximise open space edge road frontage to reserves and riparian margins.'**

5.0 Submissions:

5.0.1 Private plan change 92 received 50 separate submissions. These were grouped into various repeating themes by the processing planner in table below. My responses from an urban design perspective are included under each theme. The themes that are considered to be outside of the urban design assessment, are highlighted in grey.

Theme/Reason
<p>Zoning</p> <p><i>Theme:</i></p> <ul style="list-style-type: none"> • <i>Wellsford is a gateway to Auckland and needs zoning for better housing choice. Zoning is desired by the population.</i> • <i>Rezone the land to Residential – Mixed Housing Urban Zone in replace of the Residential - Single House Zone, Residential – Large Lot Zone and Residential – Mixed Housing Suburban Zone.</i> <p>Urban Design Response:</p> <p>This has been thoroughly accessed and discussed with the applicant leading up to notification as part of the Clause 23 and 25 process. The earlier higher-density provisions were replaced with single-house zones during this process and precincts will at the same time allow for more compact sites of 300 sqm to allow greater density. Considering the structure plan area location, the distance to the Wellsford town centre and the constraints of the site, such as the challenging topography, I am still of the opinion that Mixed-Housing Urban is not a suitable zoning for this site.</p> <p><i>Theme:</i></p> <ul style="list-style-type: none"> • <i>Lacks a fulsome structure plan exercise to ascertain whether that is the most appropriate and efficient way for Wellsford to grow i.e. live urban zoning.</i> <p>Urban Design Response:</p> <p>I would agree with these comments and a more comprehensive structure plan would be a more resilient exercise. At the same time, the provided structure plan and the scope of the plan change could be considered sufficient to establish a functioning precinct as this precinct largely focuses on providing additional residential options in a more localised context. The site location presents itself as a logical location for the town expansion to the north. The other side of the SH1 to the east is already developed. In my opinion, this precinct proposal could be utilised and blended in with the future urban form of Wellsford.</p> <p>However, as outlined above, I would support extending the structure plan and the precinct area further for more clarity on how this precinct would be integrated into the rest of the urban form if possible. The provision can be extended to the paper road to the north that connects to both SH1 and Boshier Road. This would provide a greater provision for connectivity. The precinct plan does not include the structure plan area to the north beyond the applicant boundary. If the structure plan can be extended to include the paper road and considering the connections from Auckland Council’s 2011 Structure plan, the precinct plan can also be considered to be extended to the scope of the Structure Plan document.</p> <p><i>Theme:</i></p> <ul style="list-style-type: none"> • <i>Provision of a Neighbourhood Centre Zone will provide local services and potentially reduce travel into Wellsford town centre. However needs to be more justification on centres location, size and shape.</i> <p>Urban Design Response:</p> <p>Survey and planning assessment can be considered for the possible behaviour patterns. The current centre location is on a lower ground and not very visible from the SH1 and the rest of the town. A centre with these qualities will be localised and is most likely to serve the residents in its vicinity and not likely to accommodate or attract a limited scope of commercial uses.</p> <p><i>Theme:</i></p> <ul style="list-style-type: none"> • <i>Extension of urban development into land currently zoned 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.</i>

Urban Design Response:

This is a reasonable concern and one of the reasons why the development density and zoning were amended predominantly Single House Zone during the initial review and discussions before notification.

- Questions over whether the subdivision variation control applies to the Rural – Countryside Living zone. Plan change maps do not show control over the Rural – Countryside Living zone sought. Rezoning of this area was to enable the transfer of titles; this needs clarification.
- Proposed zoning map identifies the parcel as being rezoned, but it is not included within the precinct boundary.

Traffic and Congestion

- *No consideration of traffic congestion.*
- *Congestion through main street in Wellsford.*
- *Extension of motorway past Wellsford North needed to reduce congestion (Warkworth to Te Hana).*
- *Monowai Street access not suited to heavy vehicle traffic as it is narrow.*
- *Development of 650-800 dwellings will increase car usage and create traffic.*
- *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.*

Safety

- *Monowai Street is L shaped and blind. 90 degrees bend from Batten Street into Monowai Street, vegetation created blind corner.*
- *School Road - unsafe for students drop off and pick up at school.*
- *Consistent rain creating ground water coming up through the roads surface. Constant back/forth of large heavy vehicles will impact on road surface making it difficult for local residents.*
- *Traffic movements are above the current levels for the safety of families.*

Theme:

- *Need provision of 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 for connection and access open space, other amenities and two schools nearby to the plan change area.*

Urban Design Response:

Some of the proposed road reserves have allocated dedicated cycle paths, especially the main road allowed for a dedicated cycle path and some secondary roads also have a dedicated path for cyclists.

Theme:

- *Ensure safe and efficient operation of the rail network, where neighbouring activities may come into conflict with adjacent land uses. A physical setback for buildings adjoining the railway corridor boundary is a safety control.*

Urban Design Response:

A greenway cycle and walkway was proposed between the rail corridor and the residential sites. (shown as 5m wide in the Neighbourhood Design Statement Document (NDS) This has been discussed in the body of my report. Further measures should be considered for how this can be realised.

Urban Form

- *Monowai Street is too narrow to be used, not enough space for movement down the street.*

Urban Design Response:

According to the council GIS the road reserve is 15m wide and currently has generous berm areas on both sides of the carriageway. From an urban design perspective, this profile could be sufficient to design and upgrade this road reserve to fit for purpose. This is also quite a similar width to the road reserve examples for secondary roads from the Neighbourhood Design Statement Document for integration. (PG 31)

Construction Impacts

- *Construction impacts on daily lives of residents.*
- *Monowai Street is not suited for constant truck traffic in the initial stages of construction.*

Growth

- *Wellsford needs growth now before it is bypassed by the motorway and becomes a ghost town.*
- *Minimal housing in Wellsford, particularly new housing which is needed.*

<ul style="list-style-type: none"> Wellsford is the obvious location for this growth, decentralizing Auckland and reducing its congestion problems. It is link for growth in Northland. Wellsford needs development to proceed now so it can become a self-sustaining township. Town currently relies on SH1 traffic for business/people. Wellsford structure plan is a more appropriate and efficient way to assess how Wellsford should grow. PC92 does not deliver this planning evaluation. PC92 is premature in respect of the FDS. PC92 does not respond adequately to planning policy direction for future urban growth, including consideration of use of productive land for nonproductive uses; lack of consideration of increase in carbon emissions and creation of further commuting-oriented residential activity.
<p>Infrastructure</p> <ul style="list-style-type: none"> Infrastructure and town sewage in need of upgrade. Town water tanks need cleaning when drought as no water can be put in tank as it distains particles. Upgrade and invest in infrastructure now so Wellsford can move ahead before it is bypassed by the motorway. 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. 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. Transport infrastructure provisions require amendment to be more directive and certain as to the development outcomes, the timing and coordinated delivery of infrastructure. Questions around the confirmation of a new bore consent that will provide additional capacity for the water supply. Questions on how additional dwellings are going to be serviced. Funding of the local water supply and wastewater infrastructure necessary to service the Plan Change area is at the cost of the Applicant. All 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.
<p>Affordability</p> <ul style="list-style-type: none"> Wellsford provides more affordable housing for those who live in central Auckland. Well-functioning urban environment through enabling a range of housing typologies/ choices to meet different types of demand and provide options to enhance housing affordability. <p>Urban Design Response: The proposal already enables a variety of housing typologies with the neighbourhood centre and the Mixed Housing zones.</p>
<p>Economic</p> <ul style="list-style-type: none"> <i>The planned SH1 to bypass Wellsford will impact on the current businesses including The Grange, Warkworth.</i> <i>No funding or delivery commitment that this project (Warkworth to Wellsford (WW2W)) will be delivered, therefore, development of the PPC area could occur before this project is constructed. ITA has relied on modelling that assumes that the project will be delivered.</i>
<p>Location</p> <ul style="list-style-type: none"> <i>Good location because it offers countryside living but also close to CBD.</i>
<p>Amenity</p> <ul style="list-style-type: none"> <i>Make Wellsford more attractive to people.</i> <i>Main road (SH1) needs to look tidy and modern making travellers stop and shop, helping Wellsford. This is to provide more jobs and people needing more suitable housing.</i>
<p>Public and Active Transport</p> <ul style="list-style-type: none"> <i>Implementation of transport improvements will support development.</i> <i>Lack of public transport to service subdivision and development in this location.</i>
<p>Structure Plan</p> <ul style="list-style-type: none"> <i>Structure plan should be progressed to articulate how the town envisages growth over the short, medium, and long-term to better align with objectives of the NPS-UD. This approach would</i>

<p>encompass the Plan Change area's Future Urban zoned ("FUZ") land, FUZ parcels to the west of the live-zoned settlement and the southern FUZ.</p> <ul style="list-style-type: none"> • A structure plan of land already identified for future urban use alongside live-zoned land in Wellsford is sensible. This exercise can consider growth relative to recent developments in planning policy. <p>Theme:</p> <ul style="list-style-type: none"> • Unclear why the northern parcels of land have been included in the PPC but not in the structure plan or proposed precinct provisions. Important to provide for future road connections into the adjoining Future Urban zoned land to the north at 374 Rodney Street. <p>Urban Design Response:</p> <p>I would agree with parts of this statement. I have raised similar points in my report.</p>
<p>PC92 General Reasons</p> <ul style="list-style-type: none"> • PC92 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.
<p>Precinct Chapter</p> <ul style="list-style-type: none"> • Minor errors identified in the proposed Wellsford North Precinct chapter.
<p>Alignment with the Emissions Reduction Plan</p> <ul style="list-style-type: none"> • 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>Alignment with the Future Development Strategy for Auckland</p> <ul style="list-style-type: none"> • Acknowledging that the FDS has not yet been adopted, an assessment of the draft FDS and the associated change in timing, including infrastructure planning and delivery should be made.
<p>Walking and cycling</p> <ul style="list-style-type: none"> • New path proposed along the site frontage from the new intersection on Rodney Street (SH 1) through to Tobruk Road, however no commitment has been made. This connection should be provided prior to any subdivision or development to ensure that active mode trips can be undertaken from the PPC area. • Design does not show sufficient detail for how walking and cycling will be incorporated. • Ministry of Education want to know how walking and cycling will be provided for. <p>Urban Design Response:</p> <p>These connections should be indicated in the Precinct Plans. I have also sought greater clarity for the walking and cycling paths and how they will be realised.</p>
<p>Proposed Intersection</p> <ul style="list-style-type: none"> • A controlled intersection (most likely a roundabout) is required to service this development. 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>Northern PPC Parcels</p> <ul style="list-style-type: none"> • 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>Noise and vibration</p> <ul style="list-style-type: none"> • PPC area has approximately 1km of frontage to SH1 and that noise sensitive activities developed in this vicinity are built with the appropriate mitigations to manage noise effects resulting from the normal operation of the state highway. • Need for acoustic mitigation to mitigate potential road traffic noise effects for sensitive activities located adjacent to the Rodney Street / SH1 arterial to protect people's health and amenity while they are indoors. • Need for reasonable acoustic standards to be maintained within the new development and near the railway corridor for safeguarding health and quality of life. A standard is proposed by KiwiRail.
<p>Stormwater</p> <ul style="list-style-type: none"> • Lack of evidence regarding flood effects on the state highway corridor. The PPC's SMP does not adequately address post development stormwater management or its downstream effects.

<ul style="list-style-type: none"> No flood mitigation measures proposed for the state highway corridor, despite its vulnerability to potential inundation. Should be no additional effects on the SH network and the development site should manage all effects. External catchment development flows must adhere to hydraulic neutrality requirements. Questions around the use of inert building material to manage stormwater quality.
<p>Yield</p> <ul style="list-style-type: none"> Confusion around yield. There must be correct yield to inform expert reports; this is not currently the case. <p>Urban Design Response: This is something I have considered as well, to my knowledge, this was a result of different documents such as the structure plan and precinct plan having different boundaries. Should be made clearer.</p>
<p>Statutory Assessment</p> <ul style="list-style-type: none"> 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. No comment on Plan Change 78 (PC78).
<p>Open Spaces and Reserves</p> <ul style="list-style-type: none"> <i>No open space or reserve networks identified on the zoning plan (leaving to resource consent stage). Not considered that the proposed plan provisions are robust to ensure a high-quality open space and reserve network is achieved.</i> <p>Urban Design Response: I support having a more thorough consideration for this from an urban design perspective and a clearer direction on how this could be achieved. Zoning could guide this and specify required areas for function reserve/park spaces and their locations. The structure plan indicates some locations.</p> <ul style="list-style-type: none"> Expert reports suggest that a reserve network is going to be secured however the provisions to do not achieve what has been assessed; therefore, either the provisions require amendment or reassessment is required.
<p>Rail Corridor</p> <ul style="list-style-type: none"> PC92 includes provisions addressing reverse sensitivity effects on the rail infrastructure. Additional reverse sensitivity measures may need to be included in the precinct. Building setback along North Auckland Line. Provisions do not contain any requirement to look at subdivision layout relative to the rail corridor; subdivision layout/design would avoid or minimise adverse effects. Subdivisions are undertaken and vacant sites are sold with prospective purchasers not being aware of the limitations on their land and the extra expense to mitigate against noise. Amendments to the Precinct Description should be made to clearly identify the proximity of the NAL and to manage adverse effects. Also 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. Questions regarding windows needing to be closed to achieve the design noise levels in the standards. Suggestion of a less sensitive urban zoning (industrial or commercial) or specific measures in the precinct rules and covenants/consent notices on new titles so purchasers are aware of the restrictions.
<p>Ecology</p> <ul style="list-style-type: none"> Retention of a grove of Totara's; this grove of Totara's is not identified on any of the precinct plans. The Totara trees should be mapped on the structure plan and precinct plan.
<p>Landscape</p> <ul style="list-style-type: none"> No landscape precinct provisions or triggers; the plan change, and precinct provisions should be amended to provide for such. Justification needed on the landscape buffer; this buffer should be removed.

Urban Design Response:

Until the SH1 bypass is realised, and the Twin Coast Highway remains the primary highway connection, I would support the current buffer concept. A strategically designed landscape buffer between the residential blocks and a state highway would not only serve as an aesthetically pleasing visual element but also contribute to the community's well-being, by reducing noise pollution and improving air quality. At this stage, I do not agree with Kainga Ora's statement that the buffer will compromise passive surveillance. Given the vehicle access restrictions for lots onto SH1 combined with the likely density, there is a risk that without a buffer, future lots which directly abut SH1 will have two street frontages with vehicle access and principal frontages accessed from within the site. This could create outdoor living spaces and backs of properties that are facing onto SH1 and 1.8m high solid timber fences facing SH1. This is a poor amenity outcome at the entry to Wellsford and would not deliver the 'passive surveillance' outcomes stated by Kainga Ora. Overall, in my view, this buffer will contribute to the overall quality of life and could be turned into a value reverse/park assess in the future with the SH1 bypass.

Education

- PPC will enable urban growth potentially increasing the demand on the local school network such as a new school.
- Ensure that the Precinct provisions specifically acknowledge and provide for educational facilities.

5.0.2 I have reviewed and considered the submission. From an urban design perspective, there were some overlapping concerns and recommendations with my assessment. I also provided some recommendations that will address some submissions. Overall, after considering the submissions, my overall position from an urban design perspective to support the plan change has not changed.

6.0 Conclusion:

6.0.1 Overall, for the reasons summarised above and discussed in this memorandum, I consider that the proposal to amend the provisions of the Auckland Unitary Plan, Operative in Part (AUPOP) which applies to the new Wellsford North Precinct, together with the re-zoning of the land **can be supported** from an urban design perspective subject to the following recommendations:

- I. Proposed amendments to precinct description, objectives and policies that recognises the landscape and rural town character of Wellsford Town:
 - a) **'Precinct description to make reference to Wellsford town's existing rural village character as well as the landscape character of the town, including the green landscape character resulting from the significantly vegetated front and rear yards, as well as the tree-lined streets with generous verges.'**
 - b) The following or a similar Objective to be included in the Precinct Plan:
'Subdivision and development establish and maintain a low density, open, spacious rural village character of Wellsford Town.'
 - c) the following or a similar Policy to be included in the Precinct Plan:
'Require subdivision and land use activities to be designed in a way that integrates with the rural village and landscape character of the Wellsford village.'
- II. **I would recommend a minimum of 4 metres front yard control for the Single House Zone with the precinct.**
- III. **The following garage setback rule to be included in the precinct plan:**

- a) A garage door facing a street must be no greater than 45 percent of the width of the front façade of the dwelling to which the garage relates.
 - b) Garage doors must not project forward of the front façade of a dwelling.
 - c) The garage door must be set back at least 5m from the site frontage. Minimum garage setback 5m.
- IV. For the Single House Zone, I recommend the Height in Relation to Boundary (HIRB) control be increased to be to 3m and 45 degrees.
- V. Implementation of open space edge roads can be considered as an Assessment Criteria and could be included in IX.8.2.(1) section, with a sentence such as: **‘Whether applications maximise open space edge road frontage to reserves and riparian margins.’**
- VI. Clarification and measures for **future-proofing the implementation of the walking and cycling connection along the railway line. A deeper setback to 10m could be one option. The current proposed 5 metres will not allow for both a yard space and the walking and cycling paths and the landscape treatment that goes with these paths.**

Should you wish to discuss the content of this urban design assessment or discuss anything further on this application please contact me.

Mustafa Demiralp | Principal Urban Designer
Tāmaki Makaurau Design Ope

Waea pūkoro / Phone 021 732 773
Te Kaunihera o Tāmaki Makaurau / Auckland Council
Level 24, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
aucklandcouncil.govt.nz

APPENDIX 3.2
LANDSCAPE

Memorandum



To Robert Scott
Reporting Planner, Scott Wilkinson Planning Ltd

From Melean Absolum
Landscape Architect, MALtd

Date 31 January 2024

PROPOSED PRIVATE PLAN CHANGE 92 - WELLSFORD NORTH

LANDSCAPE, NATURAL CHARACTER AND VISUAL AMENITY

1 INTRODUCTION

Melean Absolum Ltd was asked in May 2022 by Auckland Council to provide a landscape, natural character and visual amenity response to the proposed Wellsford North Plan Change (PPC 92). This role included a review of the information provided at that time by the requestor, along with provision of feedback.

Following the initial feedback I participated in two site visits, in December 2022 and May 2023.

Subsequent changes were made to various documents prior to notification of the plan change in September 2023.

The relevant plan change information that I have reviewed includes:

- Wellsford North Section32 Assessment Report, June 2023;
- Wellsford North Plan Change, (Appendix 1);
- Wellsford North Structure Plan (**WNSP**) March 2023, (Appendix 3);
- Neighbourhood Design Statement March 2023, (**NDS**) (Appendix 6);
- Ecological Assessment March 2022, (Appendix 9); and
- Arboricultural Assessment March 2023, (Appendix 16).

Subsequently, I have reviewed the public submissions relating to landscape, natural character and visual amenity matters. This memo provides my expert opinion in response to these, as well as on the private plan change request.

2 THE PROPOSED PLAN CHANGE

The proposed plan change is supported by a number of documents, including those cited above. No landscape assessment was provided either initially, or following Council feedback, although landscape character and visual amenity are referred to as important in both the Structure Plan and Neighbourhood Design Statement.

2.1 Neighbourhood Design Statement

The NDS contains the following under Structure Plan Response:

3.1.4 Landscape and Views

*Key physical and visual landscape attributes identified through the site analysis are proposed to be retained, enhanced and / or mitigated through the spatial arrangement and relationships imposed by the structure plan. Such physical and visual attributes include the patches of totara trees, **other mature tree plantings that contribute to the rural heritage of the site**, the stream and its riparian margins, high points in the site's land-form particularly along the railway corridor, the site's gullies, wetlands and steep inaccessible slopes.*

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.** My emphasis*

In section 3.2.8 of the NDS is a table entitled Structure Plan Response where a number of 'Issues' are discussed in terms of their Implications for the 'Structure Plan' and 'Recommendations'. Within the table are the following:

Mature vegetation

Retaining mature trees provide immediate amenity, sense of scale and connection to the rural heritage of the site. Can result in potential loss of yield. Restricts the movement network. Compatibility of some of the mature trees with residential landuse such as shelter belts restricting sight-lines, shading and limb fall. Retention of landscape character. Ongoing ownership and management of large exotic tree species.

*Larger residential allotments around high value trees to encourage their retention. Groupings of trees to be located within public open space areas. Removal of some trees (shelter belts) to maximise yield. Select removal of undergrowth, riparian margins and larger mature trees to improve CPTED related outcomes, maintenance outcomes and overall ecological value. **Promote the incorporation of green corridors and fingers into the development layout for linkages to provide recreational, ecological, landscape and amenity benefits.***

Waterways and wetlands

Limits the spatial arrangement of residential land-use and movement networks. Set backs of these areas needed for protection. Can influence aspect and solar orientation of developments.

Opportunity to create a cohesive, well-connected and extensive open space network with high ecological values. Apply Water Sensitive Urban Design principles including values related to ecology, culture, landscape amenity, recreation and drainage.

2.2 Wellsford North Structure Plan

Unsurprisingly, the importance of the existing landscape features are also recognised in the WNSP, with very similar and sometimes identical wording to the NDS. It also includes:

1.5.4 Public Realm and Open Space

*The Structure Plan provides a high quality, varied and accessible open space network of ecological areas and open spaces throughout, as shown in **Figure 6** below. Open space will protect the majority of watercourses and their riparian margins. Neighbourhood parks will be provided within the Structure Plan area, located centrally and highly accessible within the development to provide space for active and passive recreation. The neighbourhood parks will provide local recreational opportunities and these multi-functional spaces will provide space to accommodate stormwater attenuation areas as well as informal recreational opportunities, cultural and ecological values.*

The open spaces and ecological areas will also ensure retention and protection of mature trees and riparian ecosystems. Enhancement of permanent and intermittent streams through riparian planting will be achieved through the provision of a 20m setback from the stream within the centre of the Structure Plan area, and a 10m setback from all other streams. All streams will be planted to a width of 10m with native riparian planting. This will provide ecological linkages, as well as opportunities for green corridors to link public open spaces and provide a connected cycling and walking network in line with the Wellsford Greenways Plan.

The Structure Plan maintains and enhances the key natural features of the area by integrating them within the proposed open space network. There are no heritage or archaeological features within the Structure Plan area.

Open space components include:

- *Totara Grove which is retained as a stand of native bush with high ecological value within a small neighbourhood park. This area provides for outlook amenity, recreation opportunities for surrounding residents and vegetative character;*
- **A network of smaller neighbourhood parks** to provide for both active and passive recreation and a focus for social interaction. A larger park located centrally and opposite the Village Centre to accommodate larger activities;
- *A civic space associated with the Village Centre, reinforcing the community heart of the gateway precinct;*
- **Green streets with significant tree planting for amenity and outlook;**
- *Pedestrian and cycle connections including a proposed Greenway Cycle link into Wellsford Town Centre also providing for recreation; and,*
- *Any storm-water attenuation areas to be incorporated into wider open space system.¹*

4.12 Natural Character, Landscape and Visual

The landscape character of Wellsford North is rural in nature but adjoins the urban form of the existing Wellsford rural township to the south and west. The landform is characterised by steep slopes, mature vegetation and waterways and wetlands.

*The site has a recognised landscape character, established by significant and mature trees, gully systems, northern aspect and streams. **The proposed land***

¹ This last bullet point is taken from the April 2022 version of the Structure Plan, as it has been covered by Figure 6, the Structure Plan map in the 2023 version.

uses and neighbourhoods will be spatially organised to enhance, maintain and protect landscape elements, views within, into and out of the site, creating a unique sense of place.

6.4.6 Landscape

The landform of the Structure Plan area has been a key factor in informing the layout and land use of the Structure Plan. Any urban development within the Structure Plan area will alter the existing landform and this is generally anticipated in greenfield development. Within this context, the key outcomes sought for the Structure Plan from a landscape perspective are considered to be as follows:

- *Retaining the broad topography of the Structure Plan area;*
- *Acknowledging the best-developed natural watercourses and emphasising these as a structuring element;*
- *Configuring the layout of the Structure Plan area to optimise opportunities for high-quality urban environments, strong landscape identity and high levels of amenity; and*
- *Integrating, where practicable, the edges the Structure Plan area with adjoining areas so that natural patterns and open space corridors can continue seamlessly, and be strengthened where possible. My emphasis.*

From my observations of the plan change area during the site visits, I concur with the identification of the existing landscape character and the potential role particular landscape features have in the development of a high quality urban environment. I therefore support the conclusions of the NDS and WNSP, in terms of integrating existing landscape attributes within future development.

Having reviewed the proposed Wellsford North Precinct provisions, I have concluded that the laudable aims of the NDS and WNSP have not been carried through to the provisions in a way that will ensure the outcomes aspired to will be achieved. I consider this in more detail under various headings below.

2.3 Proposed zoning

The notified plan change proposes a combination of mostly residential zoning with a small area of supporting commercial zoning surrounded by higher density residential zoning. In the north the existing Rural - Countryside Living (R-CL) zone is to become Residential - Single House (R-SH). R-SH is also proposed for the majority of the Future Urban (FU) zoned land, along with small areas of Residential - Mixed Housing Suburban (R-MHS) and Business Neighbourhood Centre (B-NC). At the southern end, most of the existing R-CL zoned land is to become Residential - Large Lot (R-LL) but with some areas of R-SH zone on the eastern and western sides of the plan change area. A small triangle of the proposed R-SH land on the western boundary is already zoned R-SH.

Given the FU zoning across the majority of the plan change area, significant landscape change is already anticipated. The mixture of R-SH, R-MHS and B-NC is generally appropriate in my opinion, so long as ongoing protection of the key landscape features discussed above are appropriately managed through the precinct provisions. This is discussed in more detail below.

The southern part of the plan change area is proposed to be zoned R-LL in recognition of the steeper terrain in this area. To the north of the R-LL the zoning is proposed to be R-SH. The minimum net site area for each of these zones, as set out in the proposed standards, are as follows:

Residential - Large Lot	3,000m ²
Residential - Single House	300m ²

The relatively small size of the future R-SH lot sizes will inevitably require earthworks to be undertaken in places, especially on steeper land and having regard to the geotechnical assessment that has recommended earthworks to ensure land stability at the development stage. However, if steep land is included the R-SH zone, then the level of earthworks necessary will have the potential to lead to extensive areas of retaining walls, loss of existing vegetation and an interruption to site cohesion and integration with existing natural features. The proposed boundary between the two zones does not, in my opinion, reflect an appropriate boundary between what will be urban and peri-urban development.

Figure 1 below, is an extract from the Council's geo-maps showing the contours of the mid portion of the plan change area, with the boundaries in red. The purple dashed line shows the approximate location of the northern edge of the proposed R-LL zoning, and the green dashed line shows what I consider to be a more appropriate location. In particular, the steep slopes on the western side of this mid portion of the plan change area do not lend themselves to the creation of lot sizes as small as 300m². In my opinion, a small adjustment to the boundary between these two zones is necessary to achieve the high quality residential development anticipated.

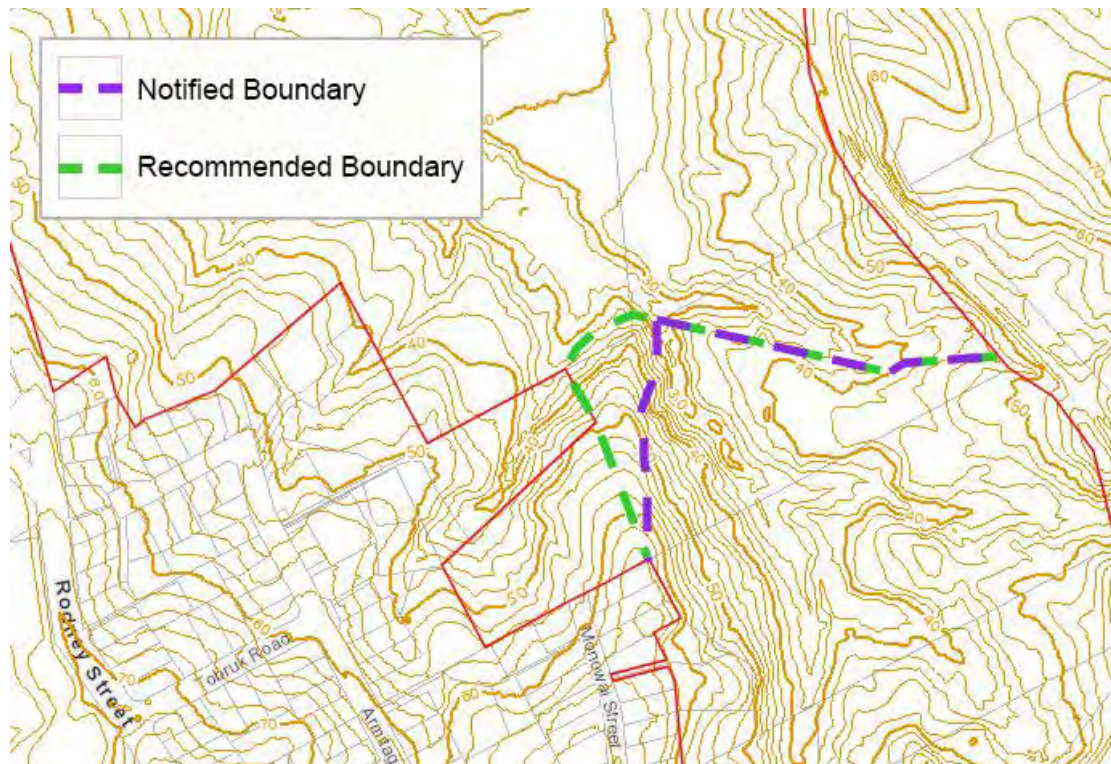


Figure 1 Boundary between R-SH and R-LL zoning

2.4 Natural features

The Precinct Description includes reference to the integration of existing natural features and the creation of a unique sense of place which is carried through to the objectives, namely Objectives IX.2.1, IX.2.3 and IX.2.8. This last objective reads:

- (8) **Identified** ecological values within wetland and stream habitats are protected, restored, maintained and enhanced. (My emphasis).

It is not clear when, how and by whom these ecological values will be identified and they are not included in either the text or the plans in the proposed precinct provisions. Even reference back to Appendix 9, the Ecological Assessment undertaken by Bioresarches in 2022 cannot be relied on entirely. This is because this assessment does not include the whole of the proposed precinct area, omitting, as it does, seven properties at the southern end of the precinct.² This omission also means opportunities to connect with the adjoining Currys Bush Reserve and walkway have not been identified in the proposed plan change provisions or plans.

The proposed precinct policies do not adequately provide for the landscape features and amenity values identified in the NDS and WNSP, either. Policy IX.3.3 reads:

- (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*

No mention is made of the recommendation to provide "*Green streets with significant tree planting for amenity and outlook*" identified in the WNSP.

Riparian margins are the only natural features of the site specifically included in the proposed precinct standards. The requirement (IX.6.3.1) to plant 10m either side of all permanent and intermittent streams will provide natural character, landscape and visual amenity (as well as ecological) benefits. However, the requirement for there to be no walkways or cycleways within the riparian margins means that these areas will not necessarily provide the open spaces and ecological area network throughout the plan change area that is referred to in both the NDS and WNSP. The provisions should include a specific requirement to provide a "*cohesive, well-connected and extensive open space network with high ecological values*", as recommended in the NDS.

In terms of infringements of this standard, the only matter of discretion in the proposed plan change provisions is "IX.8.1.4.a. Effects on water quality and stream habitat". While consideration of these effects is essential, the riparian margins should be providing additional benefits to the development as a whole from the "*incorporation of green corridors and fingers into the development layout for linkages to provide recreational, ecological, landscape and amenity benefits*". Effects on these additional matters should also be included in IX.8.1.4.a.

² *These properties measure over 6 ha of land and comprise numbers 2, 18 and 20 Monowai Street; 22 and 26 Batten Street; and 11 and 15 Wi Apo Place. This area is also omitted from parts of other supporting assessment reports, including Figure 11-1 of the ITA, Appendix 7.*

2.5 Open space network

In terms of assessment criteria for the provision of an open space network, the only criteria included in the proposed provisions are:

IX.8.2.1 (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;

There is no indication on the proposed precinct plans of how many or where any reserves will be located within future development. The above assessment criteria do not allow Council to consider the appropriate quantum of reserve area in any subdivision proposal. Figure 15 in the NDS shows two neighbourhood parks; one village park and one civic space in the village centre.³ Without additional provisions applying to this precinct, the provision of public open space has the potential to fall well short of that indicated by the NDS. Additional standards, matters of discretion and assessment criteria should be added to ensure an appropriate network of accessible public open spaces is provided.

2.6 Tree protection

In terms of protection of the identified grove of totara trees, the wording of the above assessment criteria suggests that under certain circumstances, retention of some or all of those trees may not be required. This, together with the absence of the graphic for the totara trees on IX.10 Precinct Plan (although it is in the legend) suggests that their ongoing retention, protection and management may not be as assured as indicated in both the NDS and WNSP. The precinct provisions need to be amended to ensure that this important landscape feature is retained and managed appropriately in any future development.

I am aware that in 2023 Greenscene NZ Ltd were commissioned to prepare their Arboricultural assessment of the plan change area. However, I note that they were only asked to:

- (a) Identify and categorise the existing trees within and encroaching into the Project site that would be suitable to access [sic] as a notable tree;*
- (b) Identify trees that are protected under the AUP-OP.⁴*

There are no scheduled trees in the Structure Plan area, but four trees were identified as being worthy of nomination as a notable tree under the AUP guidelines. They comprise two Norfolk Island pine trees on the SH1 road reserve adjacent to the proposed plan change area; one large senescent pine tree towards the southern boundary; and one mature specimen (not part of a group) totara tree, close to the identified group of totara trees. The notified provisions would provide no protection for either of the trees within the plan change area, unless they were separately identified as suitable for listing as notable trees by Council.

³ *The fourth neighbourhood park is north of the proposed precinct boundary.*

⁴ *1.1 Background, page 4, Wellsford North Structure Plan Arboricultural Assessment by GreensceneNZ Ltd*

Although the importance has been recognised of the identified "*key physical and visual landscape attributes identified through the site analysis*" of the NDS, which includes not only the grove of totara trees but also "*other mature tree plantings that contribute to the rural heritage of the site,*" the provisions provide no indication that such features are important and no means of ensuring their protection through the development process. Additional provisions should be developed to rectify this.

2.7 Plan Change boundaries

As recorded above, the NDS proposes the use of a landscape buffer along SH1 to provide separation between residential development and SH1. Similarly, a landscape buffer is proposed alongside the proposed cycleway which runs adjacent to the railway line on the eastern boundary of the plan change area. The NDS includes Figure 16 under 3.2.5 Boundary interfaces, but the only part of this plan brought through to the precinct provisions is the requirement for a buffer along SH1. Additional provisions need to be added to cover the treatment of the railway boundary, while the alteration to the interface between the R-SH and R-LL zones discussed above would appropriately deal with the Armitage Road and Monowai Street community interfaces.

I also note that the NDS frequently refers to a 10m planted mound forming the buffer, while Assessment criteria IX.8.2.1.j in the proposed provisions reads "*as a guide the landscape buffer strip should be a minimum of 5m in width.*" In my opinion the buffer should be 10m wide and the provisions need to be amended to reflect this.

3 RESPONSE TO SUBMISSIONS

Of the 50 submissions received on the notified plan change, only two refer directly to matters considered in this memo. These submissions are from The Planning Collective, on behalf of Ellper Holdings Limited, submission number 38; and from Kainga Ora, submission number 48.

3.1 Ellper Holdings Ltd #38

Submission Point 38.5

The submitter points out that the no open space or reserve networks are identified in any of the precinct plans, which means the provision of these public spaces will be left to the resource consent stage. The submitter does not consider that the proposed plan change provisions are sufficiently robust to ensure a high-quality open space and reserve network will be achieved. I support this submission point.

Submission Point 38.12

This submission point reads:

"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."

I support this submission point.

Submission Point 38.13

This submission point refers to the various boundary interfaces referred to and illustrated in Figure 16 in the NDS. The submitter points out that there are no provisions or triggers for these and requests that they be added to the provisions. I support this submission point.

3.2 Kainga Ora #48**Submission point 48.12**

Kainga Ora point out that the totara grove referred to in Policy IX.3.6 are not shown in any of the precinct plans. They also note that corresponding rules should be introduced to give effect to this Policy. I support both points being made.

Submission Point 48.41

Kainga Ora seek to have the requirement to provide a landscape buffer along the SH1 boundary of the plan change area removed from the provisions. In their opinion, the 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."

I understand from the NDS that the buffer has multiple purposes. That document lists it as providing:

- amenity, privacy and mitigation of noise effects from SH1⁵;
- visual relief and set back of future development when viewed from SH1;
- containment of the site against the SH1 spur when viewed from the eastern faces;⁶
- absorption of some of the steeper slopes in planting; and
- a gateway to Wellsford when approaching from the north.⁷

In my opinion a planted mound would achieve all these roles, successfully. In terms of separating the new area of development from the rest of Wellsford, in my opinion this is inevitable, to some extent. The contour of the land in the plan change area falls away from the existing development and that development 'turns its back' on this area. Overall, I believe the benefits that the buffer offer to new residents of the plan change area, outweigh the segregation effects referred to by Kainga Ora. I do not support this submission point.

⁵ See Figure 11 of the NDS - Opportunities and Constraints

⁶ See 3.1.4 Landscape and Views in the NDS

⁷ See Figure 16 of the NDS- Boundary Interfaces

4 CONCLUSIONS

Generally I can support the proposed plan change which seeks to create a new 'village' in northern Wellsford. While the combination of R-SH, R-MHS, R-LL and B-NC zoning responds appropriately to the landscape character of the Future Urban zoning, the location of the boundary between the R-SH and R-LL zones needs adjusting to accommodate the site contours more appropriately.

Similarly, ongoing protection of a number of natural features on the site, including, but not limited to, the group of totara trees, needs to be ensured through additional provisions, as discussed above. The omission of 7 properties in some of the assessment reports, particularly the ecological assessment, mean that it is unclear whether all natural features of the site have been identified and provisions developed to ensure their protection.

Additional provisions are also necessary to ensure a high quality and connected open space and reserve network is achieved. This could potentially include connections to the public footpath through the adjoining Currys Bush Scenic Reserve.



Melean Absolum
 Dip LA FNZILA
 31 January 2024

APPENDIX 3.3
ECOLOGY

22 March 2024

To: Robert Scott – Policy Planner, Auckland Council

From: Alicia Wong – Ecologist, Auckland Council

Subject: Private Plan Change – PC92 – Wellsford North – Ecological Assessment

1.0 Introduction

- 1.1 I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to ecological effects.
- 1.1.1 I hold the qualifications of Bachelor of Science in Biological Sciences (Specialisation in Conservation Ecology and Biosecurity), Bachelor of Arts in Geography, Post Graduate Diploma in Environmental Science, and Master of Science in Environmental Science from The University of Auckland.
- 1.1.2 I have 7 years' experience working as an ecologist in private and local government sectors.
- 1.1.3 I am a professional member of the New Zealand Ecological Society, Environment Institute of Australia, and New Zealand.
- 1.2 In writing this memo, I have reviewed the application material in full. The following documents specifically address ecological matters:
- '*Wellsford Welding Club Limited – Section 32 Assessment Report – Wellsford North Private Plan Change Request*' by Barker & Associates Limited, dated 01 June 2022.
 - '*Wellsford North: ecological impact assessment*' by Bioresearches, version 1, dated 04 March 2022.
 - 'Appendix 1: Wellsford North Plan Change – Wellsford North Precinct'
 - 'Wellsford Plan Change Request – response to informal request for further information', by Barker & Associates Limited, dated 28 October 2022.
- 1.3 I have not undertaken a site visit of the subject site.
- 1.4 I was not involved in the Clause 23 assessment nor wrote the Clause 23 ecology report. The Clause 23 ecology request was co-written by my colleagues Micah Madson, Ecologist, and Rue Statham, Senior Ecologist, Environmental Services. Simon Mills, the former Team Leader for Ecologist Advice continued with the subject matter review.
- 1.5 Subsequently, I have been brought in to provide ecological input for this s42a ecology report and I have not been able to visit the site.

2.0 Key ecological issues

- 2.1 Absence of wetland values and extents on Wellsford North: Precinct Plan 1.
- 2.2 Absence of indigenous terrestrial values and extents on Wellsford North: Precinct Plan 1. Specifically, the grove of totara trees.
- 2.3 Proposed Objectives IX.2.(8) specifically identifies *wetlands* to be protected, restored, maintained, and enhanced. Subsequent policies and standards should reflect the inclusion of wetlands identified across the subject site: Policy IX.3.(10), Standard IX.6.3(1), Matters of discretion IX.8.1.(4), Special information requirements IX.9.(1).
- 2.4 Proposed Policy IX.3.(6)(a) specifically identifies 'the grove of Totara Trees' to be incorporated as distinctive site features. The intended retention and protection of the grove of indigenous vegetation should be reflected in the Wellsford North: Precinct Plan 1.

3.0 Applicant's assessment

- 3.1 The applicants s32 planning report and ecological impact assessment report discuss the potential effects on the site's ecological values.
- 3.2 Section 8.2 of the planning report summarises the ecological effects which are discussed in further detail in the ecological impact assessment report.
- 3.3 Section 3 of the ecological impact assessment report describes the ecological context of the site by each ecological component on site, terrestrial ecology – vegetation, connectivity and ecological function, pest animals, native fauna (herpetofauna, avifauna, and bats) and freshwater ecology – streams, freshwater fauna, wetlands, and receiving environment.
- 3.4 Section 3.2.1.3 specifically notes and identifies an area located in the southern portion of the site with approximately 1.8 Ha of regenerating native podocarp bush. The canopy consisting of predominately tōtara (*Podocarpus totara*) with moderate ecological value.
- 3.5 Section 3.3.1 specifically identifies a network of streams across the site, one main permanent stream and all other streams were tributaries of the mainstream that generally bisects the site in half in a south to north direction. Stream values ranged from low due to moderate-high due to high modification through historic and current agricultural practices but also relatively extensive riparian vegetation and habitat diversity.
- 3.6 Section 3.3.5 specifically notes that there are four natural wetlands under the NPS-FM on the site and are all considered low to moderate value due to low native diversity and structural complexity.
- 3.7 The applicant proposes to incorporate approximately “90% of all intermittent and permanent streams”, protect and enhance the streams through planting and protection of the 10m and 20m riparian margin, increasing ecological connectivity with Whakapirau Creek.
- 3.8 The applicant proposes to enhance the terrestrial ecological values through the enhancement of the existing native vegetation, indicating that potential plantings will increase the quantity and diversity of native vegetation which will increase in ecological connectivity and terrestrial habitat.
- 3.9 The applicant proposes to protect natural wetlands on the site through avoidance of direct impacts and seeks to incorporate natural wetlands into the public ecological and open space areas.
- 3.10 The applicant proposes to protect and enhance ecological values (terrestrial, streams and wetlands) across the site, increasing the overall ecological value of the site.

4.0 Assessment of ecological effects and management methods

- 4.1 There is some debate on the wetlands identified across site as meeting the natural wetland definition under the National Policy Statement for Freshwater Management (2020) (NPS-FM 2020). Some wetlands have been incorrectly excluded as pasture. The NPS-FM pasture exclusion clause does not apply in situations such as changes in landuse, e.g. for urban development or other land uses. “*The purpose of the NPS-FM pasture exclusion clause is to support the continuing use of pasture for grazing purposes. The exclusion is not targeted at pasture being converted for urban development or for other land uses*”¹.
- 4.2 No survey wetland field results have been provided nor any indication of where survey plots were undertaken across a gradient/transect to determine wetland extents.

¹ Ministry for the Environment. 2022. *Pasture exclusion assessment methodology*. Wellington: Ministry for the Environment.

- 4.3 I am unable to confirm that all areas of have been accurately represented in the Ecology Report. Furthermore, no natural wetlands have been illustrated on Wellsford North Precinct Plan 1.



- 4.4 I am unable to confirm that all streams have been accurately represented on the Precinct Plan. With reference to the below catchment overlay, there is the possibility that not all streams have been accurately identified and mapped.



- 4.5 The 1.8 Ha of native terrestrial vegetation, referred as ‘the grove of totara trees’, identified in the southern portion of the site is not illustrated on Wellsford North Precinct Plan 1. Wellsford North Precinct Plan 1 should be updated to incorporate the area of indigenous vegetation (totara grove) to be protected and enhanced through planting.



- 4.6 IX.2.(8) states “identified ecological values within wetland and stream habitats area protected, restored, maintained, and enhanced.” Yet, IX.6.3 and IX.8.1.(4) contradicts this where only streams have designated minimum width and infringements. Similarly, a minimum 10m width buffer should be applied around each natural wetland across the site that is consistent with the direction and framework of the Auckland Unitary Plan: Operative in Part (AUP:OP) Chapter 15.

- 4.7 IX.3.(6) states “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”. Yet, there are no further standards in the Precinct referring to their protection and enhancement as described in the ecology impact assessment report.
- 4.8 The NPS-FM 2020 and AUP:OP Chapter B7 contain strong directives requiring any more than minor adverse effects on freshwater, and on any ecosystem associated with freshwater to be avoided and that freshwater systems are maintained or enhanced.
- 4.9 The EclA (ecology report) states that the ecological impact assessment report relies, in part, on a desktop analysis of databases on terrestrial and freshwater fauna. Therefore, a request for a fauna assessment (formal robust fauna surveys) was sought via Clause 23 to inform terrestrial fauna (herpetofauna, avifauna, bats, and freshwater fauna). No further ecological surveys were undertaken and provided in the Clause 23 response to specifically inform herpetofauna, avifauna, bats, and freshwater fauna values and potential adverse effects. Therefore, the applicant has not adequately provided an understanding of the ecological fauna values across the site, nor have they provided a thorough assessment of potential adverse effects from the proposed change in land use. This is further amplified by the incomplete and/or inaccurate classification and identification of ecological features (wetland and streams) across site.
- 4.10 Appendix 1 Structure Plan Documents Section 1.4.2. Natural resources requires an understanding of the sites natural values. (1) “*The protection, maintenance, and enhancement of natural resources....*” & (3) “*.....showing how they reflect the underlying natural character values and provide opportunities for environmental restoration and biodiversity.*” Without the necessary assessment and survey of fauna and flora within the site, the applicant potentially fails to deliver appropriate outcomes, including whether development controls (e.g. lighting, appropriate restrictions on pet ownership, etc.) are necessary to protect, maintain and/or enhance indigenous biodiversity. A Private plan Change application should provide the same level of rigor to biodiversity survey and assessment.
- 4.11 There are no activity status that relate back to Standard IX.6.3.(1) and (2). Assessment criteria IX.8.2.(4)(a) states “*whether the infringement is consistent with Policy IX.3.(10)*”. This is unclear and ambiguous as it should relate to terrestrial biodiversity and habitat connectivity and should not only be limited to stream habitat and water quality.
- 4.12 I do note that zone standards as it relates to any building infringement in the riparian yard have no activity status or assessment criteria that are relevant. For example, H3.8.2.(4) refer to policies and yet they give no direction to water quality, stream and habitat value (aquatic and terrestrial). A solution would be to include a non-complying activity status in Table IX.4.1 for riparian yard.

5.0 Submissions

- 5.1 Submissions on the proposed plan change were reviewed and noted that most submissions relate to other matters of the proposed PC59. Submissions that are relevant to ecology were chiefly on the absence of the area identified as ‘the grove of totara trees’ on the Precinct Plan 1. These are summarised as follows.
- 5.2 Totara trees has been raised in submissions 38 and 48. Both these submissions seek that the area of totara trees identified for retention be included in the Precinct Plan 1 and introduction of standards within the Precinct Plan to give effect to Policy IX.3(6).
- 5.2.1 I agree with submissions 38 and 48 that the area of native terrestrial vegetation as identified in the ecological impact assessment should be included in the updated Precinct Plan 1.
- 5.2.2 I agree with submission 48 that Policy IX.3.(6)(a) be amended to ‘incorporating distinctive site features, including retention of the grove of totara trees as shown in IX.10.1 Wellsford North: Precinct Plan 1’ and that a standard should

be introduced in the Precinct Plan that give effect to the amended Policy IX.3.(6).

- 5.2.3 I support both suggested amendments to ensure the identified native terrestrial values are adequately protected and retained so that adverse effects are avoided through imposition of a Standard in the Precinct Plan.

6.0 Conclusions and recommendations

- 6.1 The private plan change is generally consistent with the direction and framework of the AUP:OP, requiring 10m riparian margins along streams in urban areas.
- 6.2 The private plan change is not, however, consistent with the direction and framework of the AUP:OP for buffers around wetlands. No buffers are proposed for the four identified wetlands. A 10m buffer for each of the four wetlands is recommended.
- 6.3 Whilst the protection of some streams is provided, those the applicant has shown on the Precinct Plan, the private plan change appears inconsistent with National Policy Statement for Freshwater Management 2020 and National Environmental Standards for Freshwater Regulations 2023. I believe this is relevant as the two statutory considerations afford protection, maintenance, and preferable enhancement unless reclamation has no practicable alternative. The applicant has provided no evidence to support reclamation of some streams and wetlands in a green field development.
- 6.4 Whilst the protection of [most] streams is provided, the plan change does not fully give effect to the AUP:OP in relation to indigenous biodiversity (B7.2), due to the absence of standards that give effect to native terrestrial vegetation protection, retention, and enhancement.
- 6.5 I suggest that all existing indigenous vegetation that is within 20m of streams and wetlands be retained, as well as the Totara Grove, as noted above. Additional planting will link these *nodes*. The retention of existing indigenous vegetation enables and provides a more stable and resilient outcome for terrestrial fauna and flora and connectivity, with wider riparian areas being able to support a more diverse range of species.
- 6.6 Walkways could be sensitively located within these wider pockets of vegetation, but ideally located outside the 10m riparian margin. The National Environment Standard does support utility infrastructure within wetlands, but ideally on a case-by-case basis where green network connectivity is necessary.
- 6.7 I am able to support the plan change with the proposed amendments to the PC92 are attached shown below. Relief sought: ~~Strike through~~ is to be read as deletion; Underlining is to be read as an addition.
- 6.7.1 IX.2. Objectives
(8) ~~Existing identified~~ ecological values within terrestrial, wetland, and stream habitats are protected, restored, maintained, and enhanced.
- 6.7.2 IX.3. 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 retention of existing native vegetation, including the totara grove, within 20m measured from the edge of the stream, a minimum planted width of 20m of a natural wetland buffer.
- (b) Integrating with the stream, wetland, riparian margin, and wetland buffer network to create a green corridor.
- (10) Contribute to improvements to water quality, indigenous fauna habitat and biodiversity, including by providing planting on the riparian margins and wetland buffers of permanent and intermittent streams, and natural wetlands.

6.7.3 IX.6.3. Totara Grove and Riparian Margin

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

- (1) The totara grove, existing indigenous riparian or wetland buffer vegetation must be retained.
- (2) All riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the ~~top of bank~~ edge of the stream, and a minimum planted buffer width of 10m measured from the wetted edge of a natural wetland, provided that:
 - (a) All pedestrian walkways and cycleways and recreational spaces must not be located within the 10m riparian and preferably within 10m of a wetland planting area buffer width.
 - (b) This rule shall not apply to road crossings over streams.
 - (c) The totara grove, riparian margin and wetland buffer planting areas are vested in Council and/or must be protected and maintained in perpetuity by an appropriate legal mechanism.

6.7.4 IX.8.1. Matters of discretion

- (4) Infringements to Standard IX.6.3. Totara Grove and Riparian Margins:
 - (a) Effects on water quality, indigenous fauna habitat and biodiversity, and stream habitat.

6.7.5 IX.8.2. Assessment criteria

- (3) Infringement to standard IX.6.3. Riparian Planting:
 - (a) Whether the infringement is consistent with Policy IX.3.(4+10).

6.7.6 IX.9. Special information requirements

- (1) Riparian and wetland margin planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream and/or natural wetland must be accompanied by a planting plan identifying the location, species, planter bag, size, ~~and~~ density of the plants, and site preparation (including weed and pest animal control). Plant species ~~should~~ must be predominately native and ecologically appropriate to the site, and must follow the planting standards of Te Haumanu Taiao.

Technical memo reviewed and approved for release by:



Rue Statham
Senior Ecologist
Ecological Advice Team | Infrastructure and Environmental Services
22/03/2024

APPENDIX 3.4
STORMWATER

Memo (technical specialist report to contribute towards Council’s section 42A hearing report)

25 March 2024

To: Robert Scott – Consultant Reporting Planner (on behalf of Auckland Council)
And to: Susan Andrews – Principal Planner, Auckland Council Healthy Waters
From: Amber Tsang – Consultant Planner (on behalf of Auckland Council Healthy Waters)
Kedan Li – Senior Healthy Waters Specialist, Auckland Council Healthy Waters

Subject: Private Plan Change (PPC) 92 – Wellsford North – Stormwater Assessment

1.0 Introduction

This memo has been written between Amber Tsang, Senior Associate Planner at Jacobs and Kedan Li, Senior Healthy Waters Specialist at Auckland Council Healthy Waters.

Amber Tsang has worked as a consultant planner for Healthy Waters since 2016. Ms Tsang holds a Bachelor of Planning (Hons) degree from the University of Auckland and has been a full member of the New Zealand Planning Institute since 2012.

Kedan Li has worked as a Senior Healthy Water Specialist (Catchment Manager) since 2020. Ms Li holds a Bachelor of Engineering (Hons) degree from the University of Auckland and has been a Chartered Stormwater Engineer since 2022.

We (Ms Tsang and Ms Li) have assessed the Stormwater Management Plan (SMP) submitted as part of PPC 92, on behalf of Auckland Council Healthy Waters, in relation to stormwater effects against the plan change requirements. Comments have also been provided in relation to the Auckland Council Healthy Waters’ Regionwide Network Discharge Consent (NDC).

In writing this memo, we have reviewed the following documents:

- Wellsford North Plan Change Stormwater Management Plan by Woods dated June 2023.
- Proposed Wellsford North Precinct Provisions.
- Submissions received raising stormwater related issues.

The following sections are provided to assist the reporting planner’s consideration of the plan change proposal in terms of stormwater effects.

The PPC 92 Applicant has indicated that it wishes its stormwater discharges to be covered by the NDC and intends to vest stormwater assets with Auckland Council. The Healthy Waters’ NDC authorisation and SMP adoption process will be discussed in this memo.

2.0 Key Stormwater Issues

PPC 92 seeks to rezone approximately 72 hectares of land in the north-eastern edge of Wellsford (the site) from Rural – Rural Production, Rural – Countryside Living and Future Urban zones under the Auckland Unitary Plan – Operative in Part 2016 (AUP(OP)) to a mixture of Residential – Mixed Housing suburban, Residential – Single House, Residential Large Lot and Business – Neighbourhood Centre zones.

PPC 92 will enable greenfield development on the site and result in new stormwater discharges and diversions of existing stormwater flows. The primary stormwater management issues associated with PPC 92 are:

- Water quality – stormwater runoff from all 13 sub-catchments within the site are proposed to discharge into the Oruawhoro River via streams within the site boundary. The Oruawhoro River is identified as a Significant Ecological Area (SEA) under the AUP(OP). Appropriate treatment of stormwater is therefore required onsite prior to its discharge in order to avoid and/or mitigate water quality effects.
- Stream hydrology and erosion – development increases imperviousness and will therefore increase the flow rate and volume of runoff into the stream network while reducing ground infiltration unless mitigated. Appropriate mitigation is required to retain base flow and reduce the risk of erosion in the watercourses.
- Stormwater devices – the feasibility of any proposed stormwater management and devices shall be adequately demonstrated. This is to ensure that adverse effects in relation to stormwater discharges from PPC 92 will be avoided and/or mitigated.
- Flood management within PPC 92 – both primary and secondary stormwater systems shall be designed as per the Auckland Council Stormwater Code of Practice (SWCoP) and the proposed development lots shall be free from flooding.
- Downstream flooding risks – flooding risks associated with increased stormwater runoff being discharged from PPC 92 onto the downstream properties and infrastructure (i.e. State Highway 1) shall be mitigated.
- Precinct provisions shall be included to ensure the implementation of the stormwater mitigation measures proposed in the SMP.

3.0 Applicant's Assessment

Sections 7 and 8 of the SMP provides a flood assessment and sets out the stormwater management proposed by the Applicant. The proposed management in relation to water quality and stormwater treatment, hydrology mitigation, and flooding are summarised below.

3.1 Water quality – stormwater treatment

As proposed in Section 8.2.1 of the SMP, runoff from public roads, private JOALs and carparks, and other impervious areas are to receive a level of treatment consistent with GD01 - Stormwater Management Devices in the Auckland Region December 2017 (GD01) through large communal raingarden or bioretention devices.

Building materials of the roofs are to be inert as required by the stormwater quality standard proposed by the Applicant as part of the Wellsford North Precinct provisions (precinct provisions). As stated in the SMP, reuse of roof rainwater is also being proposed. However, this is not included as a requirement as part of the proposed precinct provisions by the Applicant.

3.2 Hydrology and erosion mitigation

The Applicant proposes to provide the equivalent of SMAF1 hydrology mitigation (i.e., E10 of the AUP(OP) by way of introducing the SMAF1 overlay for the plan change area). This comprises retention (5mm runoff to be removed from the discharge through reuse and/or infiltration) and detention (discharge of the 95th percentile rainfall event over a 24-hour period).

As stated in Section 8.2.2 of the SMP, retention of stormwater runoffs from public areas and private areas (hardstands and driveways only) will be provided by bioretention raingardens subject to further geotechnical investigation.

A stream erosion assessment was completed by Viridis Environmental Consultants based on a site visit in September 2022¹. The following stream erosion mitigation measures for PPC 92 were recommended by Viridis and included in Section 8.2.2 of the SMP:

¹ Memorandum, Wellsford North PPC – Clause 23 RFI Ecology Response, 27 April 2023, Viridis (Appendix B of the SMP).

- Implementing stormwater retention/detention (SMAF 1 hydrological mitigation) measures that will reduce stream flows, and therefore the potential for erosion.
- Removing stock from site will reduce active bank de-stabilisation through stock access and pugging.
- Incorporating green spaces adjacent to stream networks to provide for planting of riparian margins to improve bank stability and reduce erosion potential.
- Incorporating erosion and scour protection measures at all outfalls to minimise erosion.
- Targeted in-stream erosion protection measures may be required at the location identified immediately downstream of the identified culvert that has exhibited excessive erosion.

The Applicant proposes to prepare an erosion study when the conceptual design of the stormwater pipe network is finalised. This study will confirm the final erosion mitigation measures to be implemented.

3.3 Stormwater devices

As indicated in Appendix H of the SMP, a total of 13 communal stormwater devices (i.e. one for each of the 13 sub-catchments) are proposed to achieve stormwater quality treatment, retention and detention. These communal stormwater devices are intended to be vested with Auckland Council.

However, the information provided in the SMP is inadequate to demonstrate that the construction, use and ongoing maintenance of these proposed devices will be feasible and practical. More specifically, the SMP lacks the following information:

- Concept sizing of the proposed stormwater devices.
- Assessment of suitability of large raingardens on steep slope terrain.
- Lifecycle cost of the proposed stormwater devices.
- Access considerations for ongoing maintenance of the proposed stormwater devices (i.e. no practical access to the devices is available for Sub-catchments 2, 5, 6, 8, 10, 12, 13 as shown on Appendix H).

Based on a high-level assessment of Appendix H, the proposed devices (i.e. raingardens) are measured to have a surface area in the range of 200m² to 500m². Given the steep terrain of the site, these devices will require retaining of at least 1m in height. This is not considered to be practical as advised by Ms Li, particularly when considering the amount and weight of water these devices will need to hold to achieve both retention and detention functions.

In addition, Ms Li questions the effectiveness of the proposed communal raingardens in achieving stormwater quality treatment. This is because the proposed sub-catchment sizes are considerably larger than the TP10's recommended serving catchment size of 1.5ha for a communal raingarden to function effectively². Some of the proposed sub-catchments are over 6ha in size when measured from Appendix H.

3.4 Flood management within the PPC 92 area

A new pipe network is proposed to be constructed within the site in accordance with SWCoP. The proposed network will have capacity for the 10% AEP storm events with the climate change factor. Overland flow paths (OLFP) will be managed within the road corridor and conveyance

² While TP10 – the Technical Publication 10: Stormwater treatment Devices Design Guideline Manual 2003 is now replaced by GD01, TP10 provides detailed sizing specification for assessing device effectiveness that are not included in GD01.

channels. Minimum finished floor levels for new buildings are proposed to be established as per the SWCoP.

3.5 Downstream flooding risks

As detailed in Section 7 of the SMP, the Applicant has undertaken a high-level flood assessment by using the ICM InfoWorks modelling version 2021. The flood model has used the 1D-2D coupled method with hydrology being modelled as per TP108 through subcatchments. The model has a downstream boundary at the estuary of the Kaipara Harbour. The existing culverts under State Highway 1 and the KiwiRail railway have been included in the model. The current TP108 rainfall as well as the 3.8 degrees climate change factor rainfall have been applied. A total of 18 scenarios as outlined in Table 7 of the SMP have been simulated in the flood model.

Ms Li considers that while the assumptions and methodology used in the Applicant's flood model are appropriate at a plan change level, the assessment of the modelling results is not satisfactory for the following reasons:

- The assessment failed to present comprehensive results to confirm that downstream flooding risks on State Highway 1 will not increase as a result of PPC 92.
- The assessment provided no information to support attenuation as a potential stormwater management option that was suggested by the Applicant's engineer in their response to the further information request³.

4.0 **Assessment of Stormwater Effects**

Based on the discussion in Section 3 above, the assessment of stormwater effects of PPC 92 are summarised as follows:

Water quality – stormwater treatment

The stormwater quality treatment proposed in the Applicant's SMP for all impervious areas to receive GD01 level of treatment, the use of inert roof materials and rainwater reuse are considered appropriate. These proposed treatment management should be implemented in order for PPC 92 to avoid or mitigate any actual and potential water quality effects on the sensitive receiving environment (i.e. Oruawharo River being an SEA) and to give effect to the National Policy Statement for Freshwater Management (NPS-FM), the Regional Policy Statement (RPS) provisions for water quality⁴ and integrated management objectives and policies in Chapter E1 of the AUP(OP).

The Applicant has proposed a stormwater management policy (Policy IX.3.9) and a stormwater quality standard (Standard IX.6.4) as part of the proposed precinct provision. However, the wording and requirement of these provisions are **not** consistent with the stormwater management identified in the SMP. Amendments to these provisions are therefore recommended (outlined in **Attachment A**) to ensure the implementation of appropriate stormwater quality treatment. More discussion on the need for precinct provisions are provided in Section 6 below.

4.1 Hydrology and erosion mitigation

Ms Li considers that the introduction of the SMAF1 overlay for the plan change area will provide appropriate hydrology mitigation. The stream erosion mitigation measures included in Section 8.2.2 of the SMP (and outlined in Section 3 above) are also considered appropriate. Ms Li agrees that the final erosion mitigation measures can be confirmed by a Site Specific Watercourse Assessment at resource consent stage.

Therefore, the following is recommended to be included as a special information requirement as part of the precinct provisions:

³ Memorandum, Response to Request for Further Information, 28 April 2023, Woods (Appendix B of the SMP).

⁴ Chapters B7.3 and B7.4 of the AUP(OP).

An application for any land modification, subdivision or development which adjoins a permanent or intermittent stream must be accompanied by a Site Specific Watercourse Assessment prepared by a suitably qualified person. The assessment must include a stream reach assessment identifying any erosion hotspots, stream bank erosion and appropriate erosion mitigation measures.

4.2 Stormwater management and devices

The Applicant's SMP has failed to confirm that the proposed stormwater management will be a practical solution to avoid and/or mitigate adverse effects of development enabled under PPC 92 in relation to stormwater discharge. In particular, the SMP lacks information to demonstrate that the construction, use and ongoing maintenance of these proposed communal stormwater devices will be feasible.

Based on the discussion in Section 3.3 above and to ensure that adverse effects will practically be able to be mitigated, we recommend that the Applicant provides a feasibility assessment of the proposed communal stormwater devices in their evidence at the hearing, and includes the following information:

- Concept sizing of the proposed stormwater devices.
- Assessment on suitability of large raingardens on steep slope terrain.
- Lifecycle cost of the proposed stormwater devices.
- Access considerations for ongoing maintenance of the proposed stormwater devices.

4.3 Flood management within the PPC 92 area

Chapter E36 of the AUP(OP) will apply and impose restrictions on developments and activities within the flood hazard areas, as PPC 92 is not proposing to override those provisions.

4.4 Downstream flooding risks

The outstanding issue is flood effects on State Highway 1 in the vicinity of Culvert 1. The location of Culvert 1 is shown on Figure 11 in the SMP (refer to snapshot below – Culvert 1 is circled in yellow).

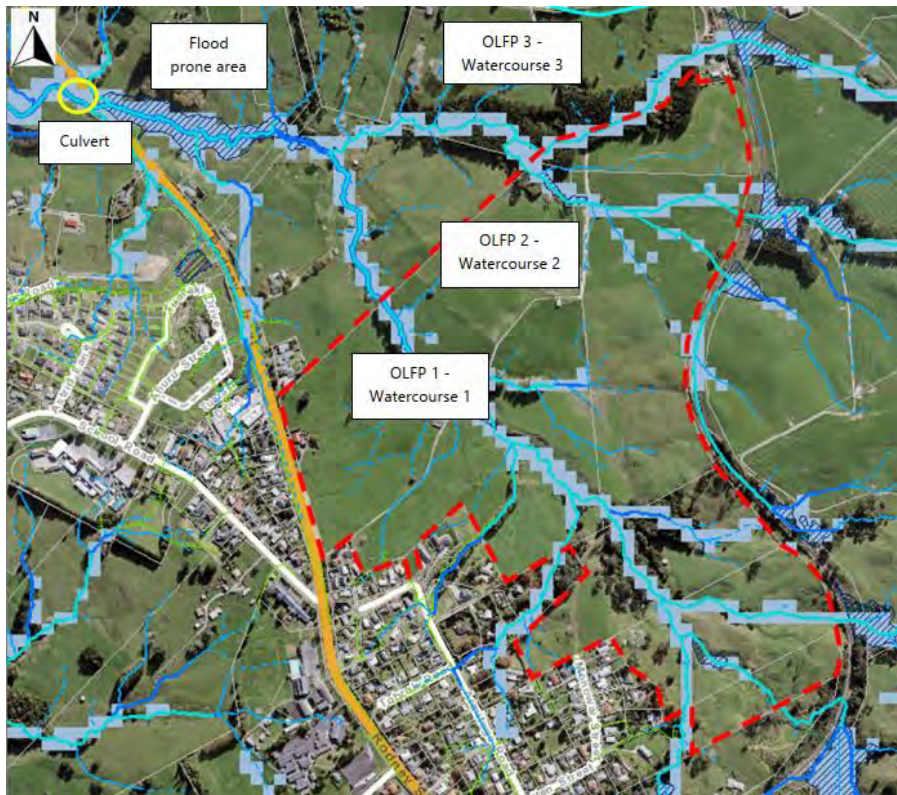


Figure 11 in the SMP showing the location of Culvert 1 beneath State Highway 1.

The Applicant has proposed a pass-forward approach for flood management for 10-year (10% AEP) and 100-year (1% AEP) storm events. Therefore, no flood attenuation within PPC 92 is provided. Stormwater flows from PPC 92 will be discharged via existing watercourses within the site which converge to the north and drain across State Highway 1 via Culvert 1.

As part of Council's clause 23 further information request, Healthy Waters have requested the Applicant to provide a flood risk assessment on State Highway 1 and the culverts beneath the highway corridor including the following for the pre and post development scenarios, with and without the climate change factor:

- Freeboard available on State Highway 1 for 2-, 10- and 100-year storm events;
- Depth and associated risk profile for 2-, 10- and 100-year storm events; and
- Duration of flooding on State Highway 1 for 2-, 10- and 100-year events.

Sections 7.2.3 and 7.2.4 of the updated SMP discussed the performance of Culvert 1 and flood effects on State Highway 1.

As noted in Table 8 of the SMP, flood depth on State Highway 1 at Culvert 1 will be 396mm for a 100-year storm event (without the climate change factor) in the post development scenario. That is a 10mm increase from the pre-development scenario.

In terms of flood hazard vulnerability in the post development scenario, it is noted that State Highway 1 at the same location would experience a hazard classification of H2 (i.e. unsafe for small vehicles) to H4 (i.e. unsafe for people and vehicles) during a 10-year storm event. During a 100-year storm event, it would experience a hazard classification H4 to a H5 (i.e. unsafe for vehicles and people, and all buildings vulnerable to structural damage). The hazard plots and classifications are shown in Figures 32 to 37 in the SMP and are all provided **with** the 3.8 degrees climate change factor.

It is stated in Section 7.2.4 of the SMP that there is an existing flood risk at Stage Highway 1 associated with Culvert 1 being under capacity for larger storm events. And the risk profile will remain unchanged with PPC 92. However, Ms Li considers that a more comprehensive assessment is required to confirm this argument. The Applicant's flood assessment still lacks the following:

- A comparison of flood duration and frequency on State Highway 1 at Culvert 1 for the pre and post development scenarios. Hazard plots are a representation of flood velocity and depth only and do not consider flood duration and frequency. Any increase of flood duration and frequency on State Highway 1 because of PPC 92 needs to be identified.
- A comparison of flood hazard vulnerability at Culvert 1 for the pre and post development scenarios **without** the climate change factor. This is because the climate change factor has the potential to mask the impacts of future developments enabled by PPC 92.

Healthy Waters have previously questioned about the need to upgrade Culvert 1 to ensure that the proposed pass-forward approach will not increase downstream flooding risks. Given that Culvert 1 is an asset which belongs to New Zealand Transport Agency Waka Kotahi (NZTA), Healthy Waters have also asked the Applicant to liaise with NZTA.

The following statement was provided in the Applicant's response to the further information request (dated May 2023):

Further consultation with Waka Kotahi is yet to be scheduled. Additional information will be supplied to Waka Kotahi, and pass-forward (preferred) and attenuation approach will be discussed.

At the time of writing this memo, we have received no update in this regard. A submission by NZTA was received. It is summarised and discussed in Section 7 below.

Currently, no upgrade to Culvert 1 is being proposed by the Applicant and no information has been provided to support attenuation as a potential stormwater management option.

In our opinion, any increase of flood duration, frequency and extent on State Highway 1 as a result of PPC 92 needs to be identified, and PPC 92 shall include appropriate flood mitigation (pass-forward flows or attenuation) to ensure that downstream flooding risks are not increased. Ms Tsang notes that this is the policy direction of the RPS which requires the risks to people, property, infrastructure and the environment from natural hazards (including flooding) are not increased, and that new subdivision, use and development avoid the creation of new flood risks to people, property and infrastructure⁵.

Based on the above, it is our recommendation that:

- In their evidence at the hearing, the Applicant provides the following to clearly identify any flood effects on State Highway 1 as a result of PPC 92:
 - A comparison of flood duration and frequency on State Highway 1 at Culvert 1 for the pre and post development scenarios; and
 - A comparison of flood hazard vulnerability at Culvert 1 for the pre and post development scenarios **without** the climate change factor.
- Before the hearing, the Applicant liaises with NZTA regarding the need to upgrade Culvert 1.
- The below assessment criterion for all subdivision and development prior to subdivision is included as part of the precinct provisions:

Whether the proposal ensures that subdivision and development manage stormwater discharge effects (including cumulative effects) downstream of the precinct so that flooding risks to people, property and infrastructure are not increased for all flood events, up to a 1% AEP flood event.

A full set of our recommended precinct provisions is included in **Attachment A**.

5.0 Network Discharge Consent and Stormwater Management Plan

Auckland Council Healthy Waters holds a region wide NDC for stormwater which commenced on 30 October 2019. Diversions and discharges of stormwater through the public network are permitted by the NDC provided that the discharges and network are authorised by an SMP, and the impervious area is lawfully established. This includes a privately built network that wants to connect to the public stormwater network.

The NDC authorisation applies through the adoption of SMPs into Schedule 10 of the NDC. If an SMP is adopted, then no other discharge consent is needed. If no SMP is adopted or Healthy Waters does not accept developer-built stormwater devices for vesting in Council, then a private discharge consent is required. Necessary approvals to connect to the public stormwater network are still covered by the Stormwater Bylaw 2015 and infrastructure must meet the Stormwater Code of Practice.

The PPC 92 Applicant has indicated that it wishes its stormwater discharges to be covered by the NDC and intends to vest stormwater assets with Auckland Council.

For greenfield developments discharging to an SEA, including PPC 92, it is a requirement of the NDC that an SMP is notified with the plan change documents and meets the NDC's requirements.

⁵ Objectives B10.2.1(2) and (3) of the AUP(OP).

The SMP must be consistent with the NDC's Schedule 2 (which sets out the NDC's strategic objectives, outcomes, and targets) and Schedule 4 (the performance requirements).

If an SMP is to be adopted following the approval of a notified plan change, the SMP must have been prepared to support the notified plan change and the plan change must be consistent with the SMP. The requirement that the plan change must be consistent with the SMP is to ensure that the precinct provisions are adequate to implement the management methods and mitigation measures set out in the SMP.

6.0 Need For Precinct Provisions

The NDC is a discharge consent and cannot, on its own, require the implementation of necessary measures identified in an SMP. While SMPs are useful to inform the land development process, they cannot be enforced on their own as they are neither a rule nor a regulation. In addition, the suite of AUP(OP) Auckland-wide rules that relate to stormwater management are not by themselves sufficient for new greenfield development. For example, the only rules in the AUP(OP) relating to water quality are in Chapter E9 – Stormwater Quality – High contaminant generating car parks and high use roads.

Therefore, appropriate precinct plan provisions are necessary to ensure the SMP is implemented to manage stormwater discharges and associated effects in subsequent land development processes. The Applicant's SMP proposes a number of stormwater management measures (including stormwater quality treatment of all impervious areas) which need to be supported by precinct plan provisions.

Based on the above, new precinct provisions and recommended amendments to the Applicant's proposed provisions), as outlined in **Attachment A**, are considered necessary to be included as precinct provisions within PPC 92. This is to ensure the implementation of the Applicant's SMP and mitigation of stormwater effects on the receiving environment, as well as to achieve the NDC's outcomes via appropriate land development controls.

7.0 Submissions

The submissions received on PPC 92 which raised stormwater related matters are summarised in Table 1 below. Discussion on the matters and our recommendations (in *italic*) are also included in the table.

Sub. No.	Name of Submitter	Relevant stormwater issues raised by the Submitter
19.5	Rams Investments 2008 Limited	<p>Retain stormwater management and mitigation as proposed.</p> <p><i>Discussion</i> New precinct provisions and amendments to the Applicant's proposed provisions as outlined in Attachment A are recommended to ensure the implementation of stormwater management and mitigation identified in the SMP.</p>
36.13	The New Zealand Transport Agency (Waka Kotahi)	<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</p>

Sub. No.	Name of Submitter	Relevant stormwater issues raised by the Submitter
		<p>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). <p><u>Discussion</u> Ms Li advises that further assessment is required for Culvert 1 only. Our recommendation is discussed in Section 4.5 above.</p>
48.14	Kāinga Ora – Homes and Communities	<p>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.</p> <p><u>Discussion</u> Ms Li considers that the use of inert building materials as proposed by the Applicant is appropriate. We recommend the retention of IX.3. Policy (9)(a).</p>
48.32	Kāinga Ora – Homes and Communities	<p>Delete IX.8.2.(1) Stormwater and flooding (h) and (i).</p> <p><u>Discussion</u> IX.8.2 Assessment criteria (1)(h) and (i) proposed by the Applicant are considered appropriate and are recommended to be retained.</p>

8.0 SMP Adoption under the Regionwide NDC

While it is acknowledged that the SMP adoption and NDC authorisation process is a separate process to the plan change process, the SMP must be prepared to support the notified plan change and the plan change must be consistent with the SMP (as discussed in Section 5 above).

The SMP as currently drafted is not acceptable in accordance with Healthy Waters' NDC requirements. Key areas of concern are:

- Feasibility of proposed stormwater devices – the level of information provided in Appendix H is not sufficient. There is no clear information provided on sizing, suitability, and lifecycle cost of the devices. The SMP needs to demonstrate how stormwater infrastructure could be implemented and maintained.
- Based on the flood risk assessment undertaken by the Applicant to date the SMP does not confirm that flood risks to State Highway 1 posed by the proposed plan change could be mitigated.

The Applicant can submit a revised SMP taking into account the matters outlined above to Healthy Waters for review and consideration.

9.0 Conclusions and Recommendations

The Applicant's proposed precinct provisions, **subject to the recommended amendments as outlined in Attachment A**, will ensure future developments enabled by PPC 92 achieve appropriate stormwater quality treatment and provide appropriate stream hydrology and erosion mitigation.

The matters in relation to feasibility of the proposed stormwater devices and flood effects on State Highway 1 are still outstanding.

The Applicant should provide a feasibility assessment of the proposed communal stormwater devices including the information outlined in Section 4.3 above to ensure that adverse effects in relation to stormwater discharges will practically be able to be mitigated.

The Applicant should also provide more comprehensive flood assessment to clearly identify any increase of flood duration, frequency and extent on State Highway 1 as a result of PPC 92. Adverse effects in relation to stormwater discharge shall be mitigated so that flood risks on State Highway 1 are not increased.

Until the above recommended information is provided, we do not support PPC 92 from a stormwater and flooding perspective.

Attachment A – Recommended Precinct Provisions:

1. The below amendments are recommended to the proposed stormwater management policy:

Policy IX.3.

(9) Require subdivision and development to be consistent with the treatment train approach outlined in an approved ~~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 all impervious surfaces ~~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.~~

2. The below amendments are recommended to the proposed stormwater quality standard:

Standard IX.6.4. Stormwater Quality

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.

(3) Roof runoff must be directed to a tank sized for the minimum of 5mm retention volume for non-potable reuse within the property.

3. The below additions are recommended to the proposed assessment criteria:

IX.8.2. Assessment criteria

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.

(New) Whether the proposal ensures that subdivision and development manage stormwater discharge effects (including cumulative effects) downstream of the precinct so that flooding risks to people, property and infrastructure are not increased for all flood events, up to a 1% AEP flood event.

4. The below addition is recommended to the proposed special information requirements:

IX.9 (NEW) Site Specific Watercourse Assessment

An application for any land modification, subdivision or development which adjoins a permanent or intermittent stream must be accompanied by a Site Specific Watercourse Assessment prepared by a suitably qualified person. The assessment must include a stream reach assessment identifying any erosion hotspots, stream bank erosion and appropriate erosion mitigation measures.

APPENDIX 3.5
WATER AND WASTEWATER

25/01/2024

To: Robert Scott, Reporting Planner for Auckland Council

From: Christian Santafe

Subject: Private Plan Change – Wellsford North – Wastewater & Water Assessment

1.0 Introduction

1.1 I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to the water supply and wastewater infrastructure effects.

1.2 In writing this memo, I have reviewed the following documents:

- Section 32 Assessment Report, Wellsford Welding Club Limited, Private Plan Change Request by Wellsford Welding Club Limited dated 9 May 2022
- Wellsford Welding Club, Engineering Assessment at 338 Rodney Street Wellsford Rev 1 by Hutchinson Consulting Engineers Ltd
- Head of Agreement for the Provision of Wastewater Infrastructure to 338 Rodney Street, Wellsford
- Wellsford Plan Change Request – Response to Informal Request for Further Information dated 28 October 2022.
- Auckland Unitary Plan Operative In Part, Proposed Plan Change 92, (Private) Wellsford North, Summary Of Decisions Requested

2.0 Key Water and Wastewater infrastructure Issues

The land within the Plan Change area is not currently serviced by any piped water and wastewater reticulation.

- **Wastewater:** The Auckland Council GeoMap System indicates an existing public wastewater network at southwestern corner of 338 Rodney Street, The existing wastewater network in Wellsford is currently under capacity and cannot cater for the entire plan change area as confirmed by Watercare Services Limited.
- **Water:** The Auckland Council GeoMaps System indicates existing public water supply available within the road reserves of Rodney Street, Kelgary Place, Armitage Place, Batten Street and Monowai Street. The existing water network in Wellsford cannot cater for the entire plan change area.

3.0 Applicant's assessment

- **Wastewater:** The Wellsford wastewater treatment plant upgrade has been planned to occur in stages. Initially stage A was to cater for the existing population in agreement with Wellsford Welding Club, Watercare will look at a Stage A1 Plus option which will enable up to 200 dwellings from the Wellsford Welding Club proposed development to be connected. The Stage A Plus option is currently scheduled for completion in 2025. Watercare Services Limited has confirmed that the development enabled by the Plan Change can be serviced in the future through planned upgrades.
- **Water:** The existing watermain along Rodney Street is under capacity to service the entire plan change. Watercare Services Limited are currently in the process of planning the upgrade to the Wellsford water treatment plant. This treatment plant will be required to provide water security to Wellsford including the proposed Wellsford Welding Club development. Watercare are in the process of securing a new water take resource consent which will secure the water resource for Wellsford. Any network upgrades required to service the proposed development will be developer provided

4.0 Submissions

After reviewing all the submissions received related to the water and wastewater plan change contained on item 1, the documents provided within the submission are accurate with the intended outcome. The infrastructure report describes the necessary works required to enable the proposed plan change. Also, the Head of Agreement for the Provision of Water & Wastewater Infrastructure secure that the necessary will be provided by the developer to enable the required water and wastewater upgrades.

5.0 Assessment of Water & Wastewater effects

The proposed Water and Wastewater upgrades mentioned within the reports contained in item 1 will allow any future development within the Wellsford area to have adequate water supply and wastewater infrastructure which must be provided (at the cost of the Applicant) at the time of subdivision or development. This is in line with the private change provisions.

6.0 Conclusions and recommendations

- The applicant has adequately assessed the private plan change effects on the environment related to water and wastewater infrastructure
- The private plan change is consistent with the direction and framework of the Auckland Unitary Plan (Operative in part)
- The Plan Change area can be serviced with targeted upgrades on the water supply and wastewater existing infrastructure. The options for wastewater servicing of the Plan Change area have been discussed with Watercare Services Limited and Wellsford Welding Club developers. Watercare Services Limited has confirmed that the development enabled by the Plan Change can be serviced in the future through planned upgrades.
- Watercare Services Limited has confirmed that there are solutions for wastewater within the area which can be sized to accommodate the additional discharge from the planned growth within the Wellsford Welding Club development. An infrastructure funding agreement has been reached between the applicant and Watercare Services Limited.
- Any water or wastewater upgrades required to service the development will be developer provided. This is consistent with the provisions within the residential zones.
- Overall recommendation - I am in the opinion to support the private plan change subject to the required upgrades are fully implemented and are in accordance with the relevant code of practices, agreements and consistent with the provisions within residential zones.

APPENDIX 3.6
GEOTECHNICAL

Memo

21/12/2023

To: Ryan Bradley, Plans & Places
From: Frank Havel, Resilient Land & Coasts (RLC)
Subject: Wellsford North Plan Change
Project: GEO00411 - Wellsford North Plan Change Geotechnical Review
Status: Issued for information
Document ID: AKLCGEO-1790012875-7930

Version: 1

1 Introduction

We have been requested by Ryan Bradley from Auckland Council Regulatory Services to review geotechnical aspects of a Proposed Private Plan Change request to rezone approximately 72 hectares of land in the northeastern edge of Wellsford North 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, apply a precinct and the Stormwater Management Area Flow 1 to the majority of the site, with the remainder to be zoned Rural – Countryside Living zone. We understand that the Proposed Private Plan Change request consists of Proposed Plan Change (PPC) for the properties owned by the applicant with an area of around 56 hectares, and Proposed Structure Plan (PSP) for the land located to the north of PPC with an area of around 15 hectares. Our geotechnical review is focusing only on the PPC and includes queries/comments/recommendations pertaining to geotechnical matters, it excludes assessment of contamination.

The following reports attached to the application were reviewed by us:

- Tonkin + Taylor Ltd “Wellsford Residential Development – Structure Plan & Plan Change, Geotechnical Assessment Report” reference 1018519.v4 and dated 1 June 2023
- Hutchinson Consulting Engineers Ltd “338 Rodney Street, Wellsford, Proposed plan Change, Engineering assessment” reference L23343, Version 1 and dated 29 May 2023

We understand that the above documents have been prepared to support the private plan change application. Our findings and recommended conditions are summarised below.

2 Proposed Plan Change

Existing Site

The Geotechnical Assessment Report Report (GAR) describes the site and topography as comprising “20 land parcels with an area of approximately 77.5 ha. The properties are located approximately 0.5 km north of Wellsford town centre, 3 km south-east of Te Hana, and 15 km south-east of Kaiwaka. They are bordered by Rodney Street (State Highway 1) to the west, Worthington Road to the east, and Boshier Road to the north. The eastern border of the site is also adjacent to KiwiRail’s existing North Auckland Line (NAL). The

site is accessed from Monowai Road, Rodney Street, and Boshier Road. The site generally comprises undulating pastoral land with moderate slopes that steepen where they fall towards existing gullies. Two prominent watercourses form the existing gullies and flow from the south-east to north-west. A number of existing dwellings are located within the site including along the western boundary and south-western corner. Several existing farm structures including sheds and barns are located across the site.”

Proposed Development

The proposed rezoning for the site is described in the GAR:

“The planned development currently proposes medium and low-density residential lots at the northern and central parts of the site. Lifestyle lots are proposed on the southern part of the site between Monowai Street and the NAL. A small neighbourhood/village centre is also shown near the western area of the site. The primary access road for the development is proposed at the western property boundary, along Rodney Street (SH1). Several ecological areas/open park spaces are proposed through the centre of the site, and near the northern end, adjacent to the existing watercourses”.

The general layout of the proposal is shown in in Figure 1 below.

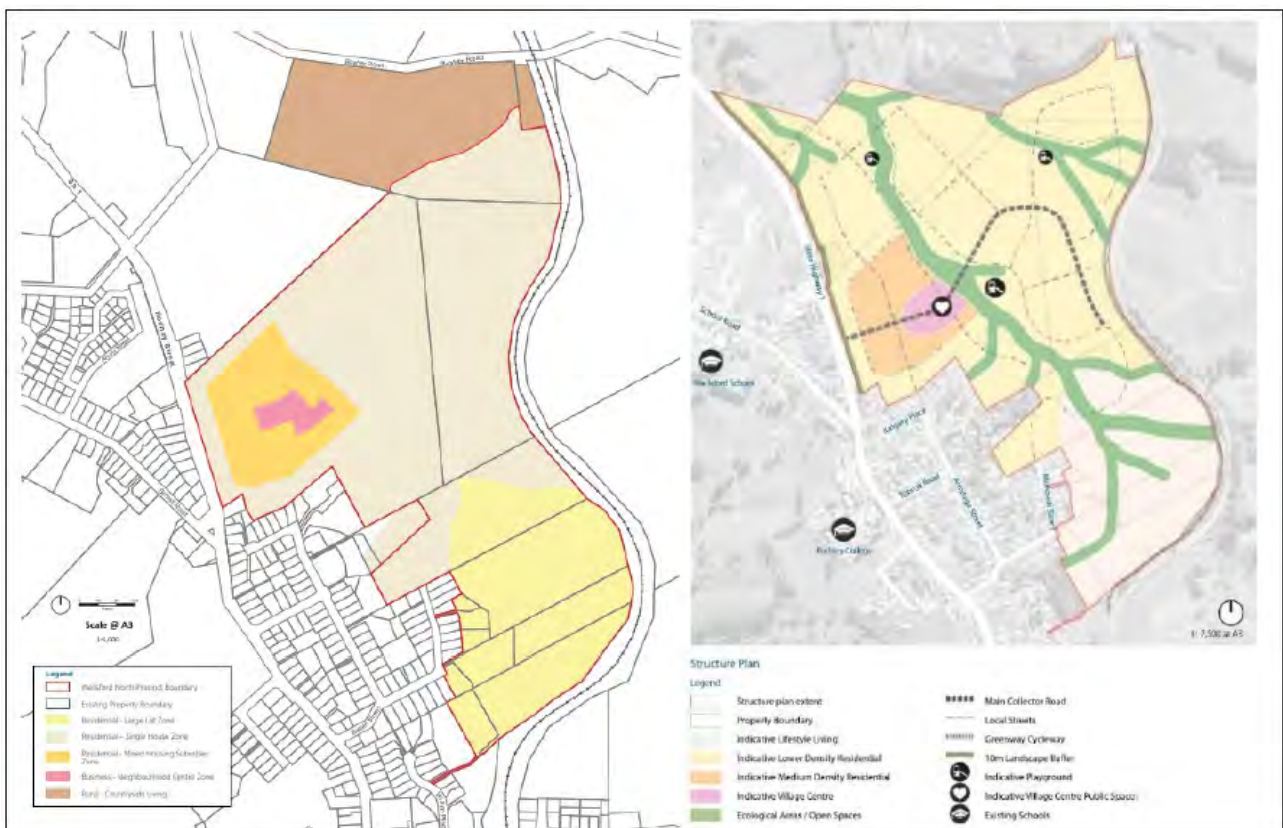


Figure 1: Proposed development zoning by B&A. Left figure – plan change area. Right figure – structure plan area (Tonkin +Taylor Geotechnical Assessment Report)

3 Assessment of Geotechnical Effects

Geotechnical Assessment Report (GAR) has been prepared by Tonkin + Taylor (T+T) with the following scope of work:

- Undertake a desktop assessment to review the historic land use and geomorphology of the Proposed Structure Plan (PSP)
- Preliminary geotechnical investigations consist of 26 test pits excavations and 11 hand auger boreholes to assess the subsurface site conditions for the Proposed Plan Change (PPC)
- Site walkover carried out by a T+T Engineering Geologist to carry out geomorphological mapping of the PPC
- Preparation of GAR

As mentioned in section 1 Introduction, our geotechnical review is focusing only on the PPC area as shown in Figure 2 below.



Figure 2: Assessment are for PPC (Tonkin +Taylor Geotechnical Assessment Report)

Review of the T+T GAR indicates that there are four main areas of the site which have specific geotechnical implications for development if the plan change proceeds.

3.1 Anticipated Geotechnical Constraints for Site Re-Zoning

Based on the site topography and observed geomorphology T+T categorised the site into four typical geological zones described as:

- Geological zone A: Terraces (inferred alluvial deposits)
- Geological zone B: Active slope movement (Northland allochthon)
- Geological zone C: Steeper terrain (Northland allochthon: Siltstone / Sandstone / Limestone)
- Geological zone D: Gentle terrain (Northland allochthon: Mudstone / Clay Shale)

The zones are shown on Figure 3 below.

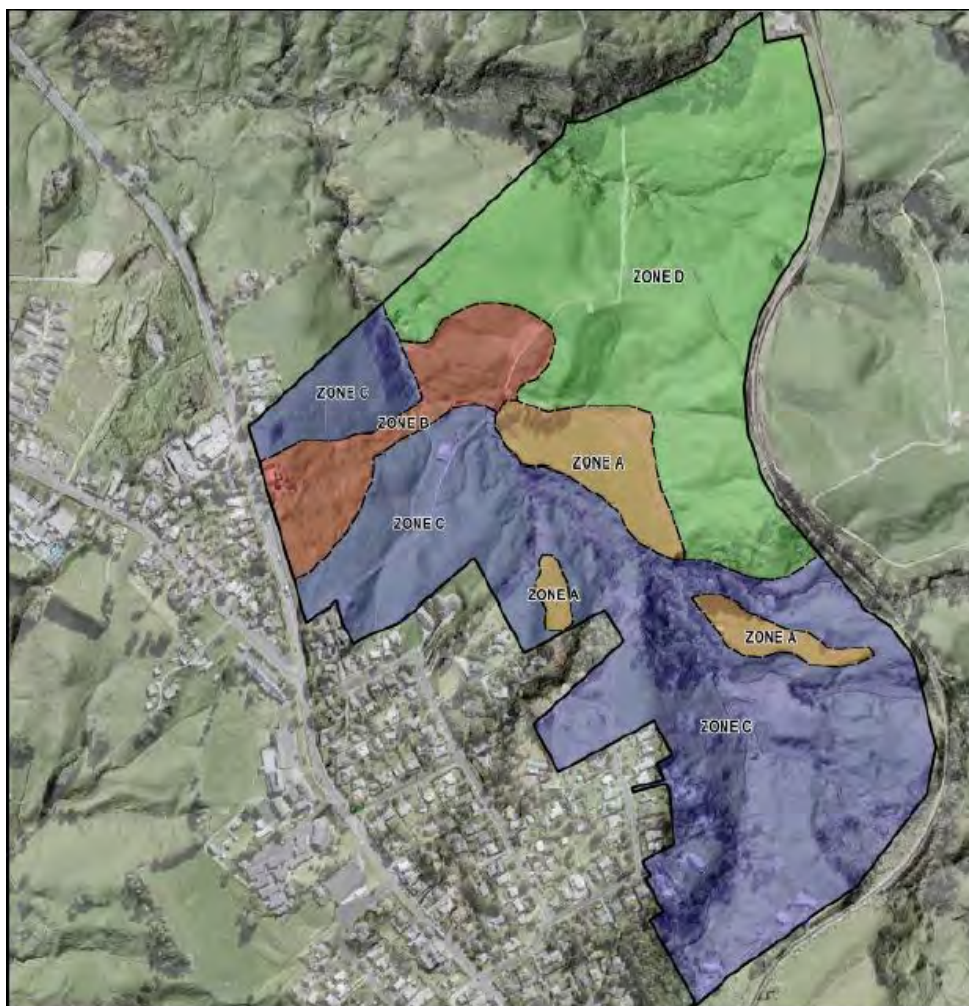


Figure 3: Geological zones (Tonkin +Taylor Geotechnical Assessment Report)

T+T report is identifying the following geotechnical conditions and ground model:

“Across the site, the subsurface investigations generally indicate alluvium and residually weathered soils are present overlying Northland Allochthon rock at depth, which is generally consistent with the published geology... Northland Allochthon derived mudstone/siltstone was encountered at the northern portion of the site and in a small area which extends to the south-western boundary. Northland Allochthon material

described as siltstone, sandstone and limestone were also encountered across most of the sites southern portion, particularly in the moderately inclined areas of the site.

Northland Allochthon has an inherently variable lithology and changes may occur both laterally and vertically in the geologic profile over very short distances. It is not uncommon to have a range of Northland Allochthon lithologies over tens of meters in open excavations. As such, we expect that the geology on site will vary from that assumed.”

Geotechnical implications of the plan change are discussed in the T+T report section 4.4 and summarised below.

Geological Zone A

This zone typically comprises terrace features which slope at between about 2 and 3 degrees to the northwest.



Inferred ground conditions: “... the ground conditions within the areas denoted Zone A are likely to comprise alluvial deposits. Alluvial deposits can be highly variable and may comprise soft compressible, or liquefiable granular materials.”

Geotechnical Implications: “The inferred ground conditions within these zones are anticipated to be favourable for light weight residential development on shallow or raft type foundations. Where adverse ground conditions are encountered, local ground improvement measures could be incorporated into the earthworks development of these sites. **Development will need to be set back from steeper slopes to satisfy Auckland Councils minimum factor of safety for slope stability.”**

Confirmation of the initial Geotechnical Assessment: **Development within this Zone is achievable but requires confirmation of ground conditions and may require assessment of liquefaction vulnerability and slope stability where development near steep slopes is proposed.**

Geological Zone B

This zone typically comprises gently to moderately sloping hummocky and undulating topography. The hummocky terrain located centrally within this zone displays obvious signs of active earth movements within the upper soils and broken zone of upper rock.



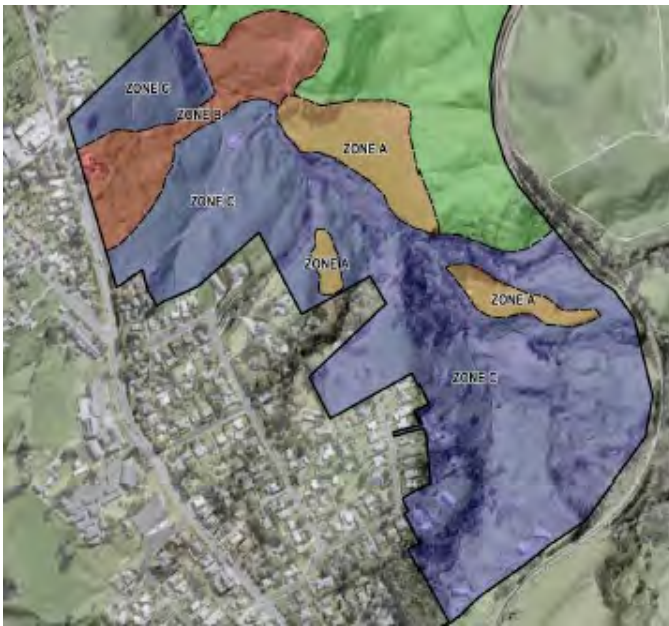
Inferred ground conditions: “... near surface soils within this Zone are underlain by fissile mudstone. Clay shale may also be present, and it is likely that this material is present within the zone of active movement.”

Geotechnical Implications: “The investigations undertaken ... generally indicate that the underlying moderately weathered rock is located within about 5 m of the surface over most of Zone B. **The relatively shallow rock and active instability lends the site toward a conventional but relatively complex bulk earthworks mass stabilisation comprising a series of stabilised terraces or slopes. Stability improvement can be achieved through deep earthworks shear keys and drainage measures that extend through the broken zone into the top of the intact rock.** This type of earthworks and retention solution is typical of the large scale recent development surrounding the Silverdale area. Development will need to maintain or improve the stability of adjacent properties and infrastructure such as State Highway 1 to the west.”

Confirmation of Geotechnical Assessment: **Development within this Zone is possible but requires confirmation of ground conditions, slope stability assessment and large scale earthworks design.**

Geological Zone C

This zone typically comprises a series of ridge crests and drainage gullies with gently to moderately inclined sides slopes up to about 20 degrees (locally steeper). This zone is considered susceptible to primarily shallow surface creep and local instability within the upper 3 m to 4 m on slopes steeper than about 14 degrees. **Deeper seated instability or instability on slopes as gentle as 7 degrees is less likely but cannot be ruled out at this stage.**



Inferred ground conditions: “... near surface soils within this Zone are underlain by variable brittle sandstones, siltstones and limestone. Due to the high variability of Northland Allochthon materials, fissile mudstone / clay shale (Mangakahia Complex) may also be present locally within this zone.”

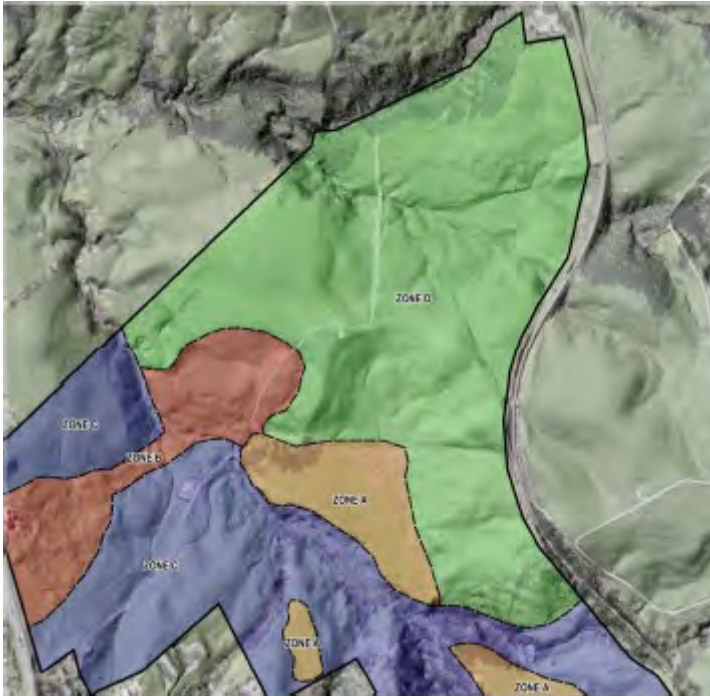
Geotechnical Implications: “The investigations undertaken ... generally indicate that the underlying moderately to highly weathered rock is located within about 3 m to 4 m of the surface over most of Zone C. **Some areas within Zone C may be suitable for development with relatively simple stability improvement measures such as deep drainage to lower ground water pressures. The feasibility of mass earthworks stabilisation should be considered against the achievable lot density in Zone C.** Some areas within this zone may lend themselves to specific mass earthworks stability enhancement where greater lot densities can be achieved, if economically feasible. This may be the case in the western corner of the site. **Where stabilisation of large land areas to enable density is not economically feasible, then stabilisation of selected building platforms within larger lot sizes may be more suitable to this Zone. Building platforms in some areas may not be economically feasible to develop in this zone and may be better suited to green spaces within larger lots. Typically, building or site-specific engineering design in Zone C may comprise solutions such as piled foundations designed to resist soil creep, local earthworks stabilisation, drainage, and in-ground reinforced concrete palisade walls. Shallow foundations may be suitable in some situations or areas that have been enhanced through earthworks and/or deep drainage measures”.**

Confirmation of Geotechnical Assessment: **Development within this Zone is possible but requires confirmation of ground conditions. Depending on the chosen development density, suitable building platforms will need to be identified. This is likely to entail site specific geotechnical investigation and design.**

Geological Zone D

This zone typically comprises gently to moderately inclined undulating terrain with some hummocky areas, and less obvious surface drainage features and inclined gullies. The land in the area shows what appear to

be relic dormant features associated with inactive slope movement. Localised areas within the Zone appear free of obvious signs of recent instability, and generally present less onerous development opportunities than Zones B and C.



Inferred ground conditions: “... near surface soils within this Zone are typically underlain by fissile mudstone / clay shale of the Mangakahia Complex of the Northland Allochthon. Due to the high variability of Northland Allochthon materials brittle sandstone, siltstone and limestone may also be present locally within this zone.”

Geotechnical Implications: “The investigations undertaken ... generally indicate that the underlying moderately to highly weathered rock is located greater than 3 m depth below the existing ground surface. **It appears that there are relic features of large ancient, dormant landslides in this zone.** Assessment of the stability of ancient features with deep landslip surfaces can be complex, as they may have formed under very different conditions (such as high sea level during inter-glacial periods). **It will be important to confirm acceptable stability assessment methods/criteria with Auckland Council for any of these ancient features, as stabilisation of very deep slip surfaces may be uneconomical, and housing would need to be located in areas which can developed more economically.** Conversely, some localised areas within these dormant features and areas that have not been subject to ancient instability may be suitable for residential development with much less onerous design requirements. In these areas conventional raft type foundations may be feasible (possibly coupled with drainage measures) subject to site specific testing and stability assessment. **The land within Zone D may also comprise a “middle ground” where stability enhancement can be achieved through bulk earthworks and drainage or retention to promote local areas of higher density.**”

Confirmation of Geotechnical Assessment: **Development within this Zone is achievable but requires confirmation of ground conditions and a better understanding of the inferred dormant features to confirm the most suitable method of development. This is likely to entail site specific geotechnical**

investigation, monitoring and design. Flexibility to reduce the proposed lot densities within some areas of this zone is considered prudent at this stage.

4 Recommendations and Conclusions

Following T+T Geotechnical Assessment Report, slope stability presents the biggest risk to development. Active instability, including deep complex landslip surfaces, has been identified by the geotechnical assessment in large areas of the site (referenced Geological Zone C and D in the T+T GAR). Further geotechnical assessment and economic feasibility will be required for the proposed development density areas considering the geotechnical stabilisation measures required to ensure the natural hazards of land instability is reduced to an acceptable level. These areas of instability will require a combination of relatively complex bulk earthworks mass stabilisation including deep earthworks shear keys and drainage measures. In parts of the site, stabilisation of very deep slip surfaces may be uneconomical, and housing/infrastructure of higher density could require location in areas which can developed more economically.

We also note that the review of aerial photographs has been limited to the timeframe up to 2017 and the site walkover survey has been undertaken by T+T Engineering Geologist in 2022. Considering current availability of the aerial photographs from 2022 and 2023, observed active and historical instabilities on the site, and severe weather experienced in the Auckland area in 2023 resulting in the numerous geotechnical instabilities, further review of aerial photographs and site walkover survey will be required to support this Proposed Private Plan Change.

At the plan change stage, it is appropriate to comment on the suitability of the land for rezoning. The potential large scale land stabilisation required to prevent large scale instability affecting future intensive development in the Geological Zones C and D will need further assessment to establish economic feasibility of such development. It may be appropriate to zone these areas as lower density residential (where stabilisation of selected building platforms within larger lot sizes is applicable) or public open spaces. The specific zoning and actual intensification should be confirmed in collaboration with the Geotechnical Engineer.

We consider that parts of the site (referenced Geological Zone A and B in the T+T Geotechnical Assessment Report) could generally be suitable to support the proposed private land change, if additional desk study and site walkover survey confirm the conditions of these parts of the site remain unchanged.

The Geological Zones C and D are recommended for further assessment of the potential for land instability affecting development. This further assessment should be used to establish the economic feasibility of levels of development intensity.

Inputs from the Council geotechnical specialists will be required for review of further geotechnical information submitted and at the future resource and building consent stages.

5 Quality assurance

Reviewed and approved for release by

Reviewer

Nicole Li, Principal Geotechnical Specialist, RLC

This memo is satisfactorily completed to fulfil the objectives of the scope. I have reviewed, and quality checked all information included in this memo

Author

Dr Frank Havel, Geotechnical Practice Lead, RLC

File location

https://aklcouncil.sharepoint.com/sites/ets-geo/_layouts/15/DocIdRedir.aspx?ID=AKLCGEO-1790012875-7930

Date printed

21/12/2023 2:01 am

APPENDIX 3.7
CONTAMINATION

RE: Proposed (Private) Plan Change 92 - Wellsford North

Ruben Naidoo Ruben.Naidoo@aucklandcouncil.govt.nz

To Robert Scott

Thu 25/01/2024 1:48 pm

Hello Robert,

I have reviewed the following documents relating to the proposed plan change- Proposed (Private) Plan Change 92 - Wellsford North:

- Wellsford Welding Club Limited -Section 32 Assessment Report, Wellsford North Private Plan Change Request, B&A, 1 June 2023 .
- Geotechnical Assessment Report - Wellsford Residential Development - Structure Plan & Plan Change , T&T, June 2023.
- Preliminary Site Investigation Report- Proposed Wellsford North Structure Plan Area, EMS, May 2022. (PSI)

Assessment & Comments

The preliminary site investigation, comprised an investigation of 20 properties- regarded as the piece of land/ the site- and has identified the following current and past historical HAIL activities with a potential for site contamination in 15 of the sites :

- HAIL(I)- Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment- associated with lead-based paints in buildings, and / or asbestos in former and current buildings; Cadmium from the regular and prolonged application of superphosphate fertiliser associated with former pastoral farming activities.
- HAIL (H) Any land that has been subject to the migration of hazardous substances from adjacent land in sufficient quantity that it could be a risk to human health or the environment in association with potential migration of contaminants into soils- associated with any uncertified fill in land adjoining the railway on the eastern boundary of the development area.
- HAIL (F4): Motor vehicle workshops associated with farm workshop at 374 Rodney Street, Wellsford.

These activities listed on the MfE's HAIL (MfE, 2011) are considered more likely than not to have occurred on the piece of land. A land use change, soil disturbance and subdivision on sites where an activity included on the HAIL is, has, or is more likely than not to have occurred, requires a consent under the NES (NES, 2021).

Therefore, further investigation of land identified as being subject to HAIL is required and an assessment /consideration of the NESCS and the AUP E30 is required.

The applicant has concluded that-

- a Suitably Qualified and Experienced Practitioner (SQEP) is engaged to undertake a DSI in accordance with the requirements of the NES, including an assessment against the contaminated land provisions of the AUP; to determine whether a controlled or restricted discretionary activity is required prior to the site development to support the necessary consenting requirements.
- it is considered highly unlikely that the site poses a risk to human health or the environment in light of the proposed re-zoning of the site to a combination of residential zones as per the application.

It is noted that the PSI has not included 136 Boshier Road, that has been listed as a property in the plan change area.

I generally concur with the applicant, and recommend:

In the event of any future subdivision, change of land use or soil disturbance being undertaken on site, a detailed site investigation and remedial works, shall be undertaken to mitigate and manage impacts to land which may cause harm to human health and the environment. All such works shall be completed in a manner consistent with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health, and the Ministry for the Environment Contaminated Land Management Guidelines No. 1 and No. 5, Reporting on Contaminated Sites in New Zealand (Revised 2011), and Site Investigation and Analysis of Soils (Revised 2011).

Regards,

**Ruben Naidoo |Specialist Environmental Health
Regulatory Engineering & Resource Consents**
Ph (09) 353 9078 | Ext (40) 9078 | Mob 027 2413 668
Auckland Council , Level 6, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

APPENDIX 3.8
TRAFFIC AND TRANSPORTATION

Technical Specialist Memo

To: Robert Scott, Reporting Planner

From: Martin Peake - Director, Progressive Transport Solutions Ltd

Date: 26 February 2024

**Subject: Private Plan Change 92 – Wellsford North
Traffic And Transportation Assessment**

1.0 Introduction

1.1 I have undertaken a review, on behalf of Auckland Council, of Private Plan Change 92 for Wellsford North, lodged by Wellsford Welding Club, in relation to traffic and transportation effects.

1.2 In writing this memo, I have reviewed the following documents:

- Integrated Transport Assessment, Commute, 29 May 2023
- Section 32 Assessment Report, Barker and Associates, 1 June 2023
- Wellsford North Precinct as notified

Qualifications and Experience

1.3 I hold the qualification of a Masters in Civil Engineering with Management from the University of Birmingham in the UK (1993). I am a Chartered Engineer (UK) and a member of the Institution of Civil Engineers, and a member of the Chartered Institution of Highways and Transportation.

1.4 I have 30 years' experience as a traffic engineer. I have worked for several major consultant engineering firms, and as a Team Leader of one of Auckland Transport's Traffic Operations Teams. I have owned and operated my own traffic engineering consultancy since 2014. In these roles, I have worked in a variety of areas of transportation including traffic engineering, traffic modelling and temporary traffic management. I have provided expert traffic and transportation advice on a range of resource consents and plan changes across the Auckland region.

Involvement with Private Plan Change 92 - Wellsford North

1.5 I was engaged by Auckland Council in May 2022 to review the Private Plan Change to determine whether the information provided was sufficiently detailed and accurate to understand the traffic and transportation effects of the proposal.

1.6 I sought further information on traffic and transportation effects as outlined in Clause 23 Request for Further Information dated 1 March 2023 and 23 March 2023. These were responded to by the Applicant on 23 March 2023 and 6 April 2023, respectively. The information provided generally satisfied my request for further information except in the following matter:

- a) Traffic modelling of Batten Street is inconsistent between scenarios.

1.7 I address this matter within my assessment.

1.8 I have visited the site on 14 June 2022.

Expert Witness Code of Conduct

1.9 I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2023) and I agree to comply with it. I can confirm that the issues addressed in this Memo are within my area of expertise and that in preparing this Memo I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

2.0 Key Transport Issues

2.1 The key transport issues in relation to the Private Plan Change (PPC) are summarised below.

- a) Sufficiency of measures to provide for active modes and connections to key attractors in Wellsford;
- b) Adequacy of assessment against and alignment with relevant plans and policies in relation to transportation;
- c) Lack of assessment of the transport effects of the Rural – Countryside Living Zone and integration with the existing and proposed transport network;
- d) Sufficiency of trip generation considering the Rural – Countryside Living Zone;
- e) Intersection form of the main collector road / SH1 (Rodney Street) access;
- f) Adequacy of traffic modelling at the Batten Street intersection;
- g) Uncertainty of provision and timing of infrastructure upgrades;
- h) Construction traffic effects on Monowai Street and Batten Street; and
- i) Adequacy of Precinct Provisions to address traffic effects.

3.0 Applicant Assessment of Traffic and Transportation

Existing Traffic Environment

3.1 The ITA outlines the existing traffic environment in Section 2 including the roading hierarchy, traffic volumes, walking and cycling, public transport, and safety record.

3.2 The site is fronted onto State Highway 1 (**SH1**) Rodney Street which is an arterial road and is currently a State highway and is proposed to have an access from this road. It is also proposed to have access from Monowai Street and onto SH1 via Batten Street which are both local roads.

3.3 Traffic volumes for Rodney Street are outlined in ITA Section 2.3. Traffic count data was collected in June 2021 which was during the COVID-19 pandemic. The count data was collected in between periods when there were restrictions on movements within the country and the Auckland region in particular. The ITA has undertaken a comparison of

the Annual Average Daily Traffic (**AADT**) along Rodney Street at the time of the surveys with the traffic volumes prior to the pandemic. This has shown the AADT was of a similar order and thus it was considered that the surveyed flows are an appropriate base for assessing the traffic effects of the development. I concur with this assessment.

- 3.4 ITA Section 2.5.1 considers that the site is well connected to the wider transport network being situated adjacent to SH1 which provides links to Warkworth, Albany and to Auckland, as well as towns to the north. ITA Table 2-3 provides a summary of the travel times between the PPC area and to key destinations. It is noted that these travel times are provided prior to the opening of the Puhoi to Warkworth Motorway and thus some of these times have reduced from those reported and this is discussed in paragraph 4.18.
- 3.5 The ITA identifies the potential for the extension of the Puhoi to Warkworth motorway to the north of Wellsford with NZ Transport Agency Waka Kotahi (**NZTA**) working towards securing the land designation and resource consents. Appeals to the Notice of Requirements have been settled on the designations for the extension of the motorway since the completion of the ITA. The extension of the motorway would further reduce travel times to destinations south of Wellsford.
- 3.6 Wellsford as a rural town, is serviced by a single bus route (Route 998) which operates with a frequency of once per hour. This service runs between Wellsford and Warkworth. The nearest bus stop is on Station Road which is between 1km and 1.3km from the interface between the PPC area and Monowai Street and Rodney Street, respectively. I note that in the recently approved Regional Public Transport Plan 2023-2031 (**RPTP**) that there are no planned changes to this bus route nor any planned new bus routes servicing Wellsford.
- 3.7 Walking catchments from the site about a centroid of the proposed Collector Road in the site are presented in ITA Figure 2-5. Whilst the text discusses a practical walking distance of 1.5km, the figure only shows the catchment for 1.2km. I have reviewed the figure in the ITA, and the additional distance would result in the catchment extending to just within the northern extent of the town centre. There is a pedestrian underpass under Rodney Street at the western end of Tobruk Road. This provides a separated facility for access to Wellsford College. The ITA considers that this will also provide a facility for pedestrians from the PPC area to walk to Wellsford School located on School Road to the north of the college.
- 3.8 In terms of cycling, the ITA notes that as a rural location there are currently no dedicated cycling facilities within Wellsford. ITA Figure 2-6 shows the cycling catchments about the centroid on the Collector Road in the site and this shows that the majority of Wellsford town centre and the industrial zoned land is within a 3km cycle ride and provides access to employment, education, residential, recreational, and commercial activities.
- 3.9 I discuss the issue of accessibility by active modes in paragraphs 4.2 to 4.13.
- 3.10 The road safety record along Rodney Street and along the residential roads of Batten Street and Monowai Street has been assessed in the ITA. The assessment does not indicate that there are particular crash patterns that would be addressed by design alone as common reported factors were alcohol and fatigue. A more detailed assessment of the Rodney Street / Batten Street intersection was provided in response to Clause 23

queries and this indicated that the crashes that occurred at this intersection did not indicate an underlying safety issue at the intersection. I agree with this assessment.

Planning Policy

- 3.11 Section 3 of the ITA assesses the application against planning policy in relation to transportation.
- 3.12 ITA Section 3.3 sets out the transportation targets in Auckland's Climate Plan and outlines how the PPC would reduce vehicle use to align with the Climate Plan. The assessment acknowledges that Wellsford is a rural town which limits the ability to provide public transport but considers that the PPC will increase the population and thus feasibility of public transport. The ITA also considers that the PPC will provide the opportunity for residents to live and work closer to home.
- 3.13 The ITA does not acknowledge or provide an assessment of the PPC against the Transportation Emissions Reduction Pathway (**TERP**) which was developed to provide a pathway to achieving the goals of Auckland's Climate Plan. I discuss this in paragraph 4.17.
- 3.14 The Auckland Transport Alignment Project 2021-2031 (**ATAP**) is discussed in ITA Section 3.5. ATAP aims to provide critical transport infrastructure and investment to encourage a shift from private vehicle to public transport, walking and cycling and address challenges of climate change and housing development. The ITA considers that the PPC is consistent with ATAP by contributing to the housing supply and with the PPC in proximity to the town centre and other facilities such as schools, this will provide opportunities for walking and cycling.
- 3.15 An assessment of the Regional Public Transport Plan (**RPTP**) 2018-2028 is discussed in ITA Section 3.6 and considers that the PPC will improve the feasibility of existing and future public transport through the additional population in the area. I note that in neither the 2018-2028 or recently approved 2023-2033 version of the RPTP provides for any new services or changes to existing public transport services in Wellsford.
- 3.16 ITA Section 3.7 provides a brief assessment against the Auckland Unitary Plan (Operative in Part) (**AUP**), but this is against Chapter E27 and not the regional policy objectives and policies. Alignment with the Regional Policy Statements and Plans are briefly dealt with in the S32 report Section 6.3 with regards to AUP Chapter B2 Urban Growth and Form but no assessment is made against Chapter B3 Infrastructure, Transport and Energy.
- 3.17 ITA Section 3.10 outlines how the Future Urban Land Supply Strategy (**FULSS**) applies to the area. However, Auckland Council has recently adopted the Future Development Strategy (**FDS**) and therefore, an assessment of the alignment of the PPC with the FDS is required with regards to transportation.
- 3.18 I discuss these matters in paragraphs 4.15 and 4.24.

Proposed Development

- 3.19 ITA Section 4 outlines the proposed development and provides reference to the Plan Change area and the Structure Plan area. It also refers to a Stage 1 which would be for a Fast Track development of 87 dwellings. The ITA states that the plan change area will provide 650 to 800 dwellings (including the Fast Track development), and the that full build out for the Structure Plan area will provide 1,000 dwellings.
- 3.20 I understand that the Fast Track application has now been lodged with the Environmental Protection Agency but that this only relates to 20 residential sites (including roads and Joint Access Lots) accessed from Monowai Street.
- 3.21 It is not clear from the information provided if the dwelling numbers outlined include dwellings within the proposed Rural – Countryside Living Zone.
- 3.22 Access arrangements are described in ITA Section 4 which includes a single access from Rodney Street and a second access via Monowai Street and onto SH1 (Rodney Street) via Batten Street. I understand that these accesses, and in particular the Rodney Street access, will provide access to the whole of the land in the Structure Plan area. The Structure Plan does not show any road connections to the proposed Rural – Countryside Living Zone and the ITA does not discuss the transportation aspects of this land, including access arrangements. I discuss the issue of the Rural – Countryside Living Zone in paragraphs 4.25 to 4.31.

Future Traffic

- 3.23 ITA Section 5 outlines future development traffic which is based on a first principles approach as the Auckland Macro Strategic Model (MSM) model has very little growth in the Wellsford area.
- 3.24 Existing trips associated with the land affected by the proposals have been retained as the land is generally farmland with low overall trips numbers that are dispersed across the network.
- 3.25 Future vehicle trips have been calculated based on the Roads and Traffic Authority of New South Wales (**RTA**) and has assumed a trip rate equivalent to ‘dwelling houses’ due to the limited access to public transport. For the Neighbourhood Centre, a trip rate based on speciality stores has been utilised as the type of retail is not known at this time.
- 3.26 I consider that the trip rates are appropriate for the proposed development, however, it is not clear if any allowance for trips associated with the Rural – Countryside Living Zone has been included and this is discussed in paragraphs 4.32 to 4.35.
- 3.27 The ITA has calculated the number of trips for dwellings based on the development of the Structure Plan area (1,000 dwellings) rather than that anticipated for the Plan Change area (650 to 800 dwellings).
- 3.28 Vehicle trip distribution is summarised in ITA Section 5.3. This assumes that 80% of traffic will utilise the Rodney Street access and 20% the Monowai Street access. The turning movements onto SH1 have been derived from engineering judgement or the

location of the access in relation to potential attractors and from an assessment of existing turning movements (in relation to the Monowai Street access). I consider the approach to determining the trip distribution to be appropriate.

- 3.29 A background growth of 2% per annum has been added to the existing traffic flows to factor the base traffic count up to a future year of 2031. I consider that this is reasonable.
- 3.30 The ITA states that the analysis does not assume that the Puhoi to Warkworth motorway is in place and so all growth has been added to the existing SH1. I consider that the reference to the Puhoi to Warkworth is an error and was meant to refer to the Warkworth to Wellsford motorway as it is the latter project that, if constructed, would reduce traffic volumes on SH1 (Rodney Street).
- 3.31 With the exception of the issue of the trips associated with the Rural – Countryside Living Zone, I consider that the assumptions of trip rates and trip distribution to be appropriate. The use of the 1,000 dwellings exceeds the number of dwellings anticipated within the Precinct and therefore provides a level of robustness to the assessment in regards to the plan change area.

Proposed Intersection Treatment

- 3.32 ITA Section 5.2 discusses the treatment of the intersection between Rodney Street and the main Collector Road. The ITA has considered two options for the intersection which include a right turn bay intersection and a roundabout. The ITA has prepared a Safe System Assessment Framework (**SSAF**) to compare how the right turn bay intersection and the roundabout both align with the Safe System. Whilst the roundabout is shown to align more closely with the Safe System and the ITA notes the merits of a roundabout for safety reasons, the ITA considers that a right turn bay intersection with give way treatment for the Collector Road is acceptable in the short to medium term. The applicant is proposing a condition in the Precinct to re-evaluate the form of the intersection as development occurs and to take into account changes in the transport environment.
- 3.33 The matter of the intersection form has been raised in submissions by both NZ Transport Agency Waka Kotahi and Auckland Transport in submissions. I discuss the form of the intersection in paragraphs 4.36 to 4.43.

Vehicle Traffic Effects

- 3.34 ITA Section 5.4 outlines the modelling undertaken of the Rodney Street / Collector Road intersection and the Rodney Street / Batten Street intersection. SIDRA modelling has been prepared for both intersections for the following scenarios:
- a) Future Year (2031) without the PPC
 - b) Future Year (2031) with only the Fast Track development¹

¹ The ITA has assumed that the Fast Track development includes a total of 87 dwellings (20 accessed from Monowai Street and 67 accessed from SH1 Rodney Street).

- c) Future Year (2031) with the full build out of the Structure Plan
 - d) Future Year (2031) Batten Street intersection modelled with 75% of development traffic
- 3.35 The existing intersection layout has been modelled for the Batten Street intersection. For the Collector Road intersection, this has been modelled for a right turn bay intersection only and not a roundabout.
- 3.36 The Batten Street intersection has been modelled with a different layout to the other scenarios. The modelling includes the addition of a short (15m) approach lane on Batten Street in the Future Year with the full Structure Plan build out although no change is actually proposed to the intersection. I discuss this in paragraphs 4.44 to 4.48.
- 3.37 The modelling for the AM peak forecasts that the left turn movement from the Collector Road is approaching capacity and operates with at a Level of Service (**LOS**) E. At Batten Street, in the AM peak, the right turn movement out of Batten Street is forecast to operate at a LOS F. These are poor levels of service and indicate the movements have high delays associated with them. The ITA considers that this would be acceptable as this would be just during the one peak period and that there is sufficient capacity for motorists to re-route between the two intersections.
- 3.38 The intersections are forecast to operate satisfactorily in the PM peak.
- 3.39 A condition is proposed in the Precinct Provisions to require an assessment of traffic at 750 dwellings. This number was derived from the modelling scenario in paragraph 3.34(d) which showed that the Batten Street intersection would have a LOS D.
- 3.40 I acknowledge the reasoning provided in ITA Section 5.4 for the operation of the intersections being acceptable. I concur in part with the rationale and consider, with the inclusion of the requirement for an assessment of traffic effects with 750 dwellings, that this would enable a review of the operation of the key intersections at that time. This assessment should consider the operation of both the main collector / SH1 intersection and the Batten Street / SH1 intersection.

Mode Share and Trip Rates

- 3.41 ITA Section 5.6 outlines the Auckland Climate Plan mode split targets and discusses this in relation to the PPC. The ITA acknowledges that the public transport target will unlikely be achieved given the existing and future limited public transport provision in Wellsford. Nevertheless it considers that the walking and cycling targets are reasonable given that the PPC will:
- a) Provide high quality active mode links to Wellsford Town Centre and attractions such as local schools;
 - b) Design of high quality streets that promote active modes within the PPC area;
 - c) Building forms and street design which reduce vehicle ownership.

- 3.42 The ITA describes proposed infrastructure to be provided either through the Precinct (footpath/cycle path along Rodney Street from the proposed Rodney Street access to Tobruk Road) or via the Structure Plan (cycle facility alongside the railway line to connect to Matheson Road). The latter piece of infrastructure is to be future proofed in the Precinct but not delivered by it; this would be provided by others.
- 3.43 The ITA considers that bus services should be extended into the PPC area and that the collector road be designed to accommodate buses.
- 3.44 I consider that there are limitations with the measures to achieve the mode shares and discuss these in paragraph 4.2 to 4.14.

Roading Upgrades Required

- 3.45 ITA Section 5.8 briefly outlines roading upgrades proposed:
- a) Collector Road network within the site;
 - b) Intersection of Collector Road and Rodney Street; and
 - c) New Pedestrian and bicycle connection along SH1 (Rodney Street) between the Rodney Street intersection and the pedestrian underpass at Tobruk Road.
- 3.46 The ITA outlines that an alternative to the cycle connection along Rodney Street were considered along Armitage Road and Tobruk Road but this was not possible as there is no direct connection between the PPC land and Armitage Road.
- 3.47 I discuss the roading upgrades, timing and how these would be delivered by the Precinct Provisions in paragraphs 4.49 to 4.53.

Internal Layout – Road Layout

- 3.48 ITA Section 6 outlines the proposed internal road layout with the primary access being from Rodney Street and a secondary access from Monowai Street. The access via Rodney Street is intended to encourage residents and visitors to access the area via this access rather than Monowai Street.
- 3.49 Typical dimensions of the Collector Road and secondary (Local roads) are provided. The overall road reserve width and the features included in the ITA crossing sections are included in the Road Function and Design Elements table in Appendix 1 of the Precinct Provisions. I considered the cross-sections are reasonable for the functions of the proposed roads.
- 3.50 I note that there is no discussion in the ITA in regard to the upgrading of Rodney Street along the frontage of the PPC area to urban standard. I discuss this in paragraph 4.49 and 4.50.
- 3.51 The ITA states that Vehicle Access Restrictions would apply to the Main Collector Road and this is reflected in the Road Function and Design Elements Table in the Precinct Provisions. However, I note that the table states that Vehicle Access Restrictions do not

apply for the Collector Road. I assume that this is in error and recommend in paragraph 4.68 that this is corrected.

Internal Layout – Active Modes

- 3.52 ITA Section 6.5.1 discusses active modes within the immediate locality of the site and states that a permeable network of cycling and walking facilities are proposed on the Structure Plan diagram included as ITA Figure 6-1. This includes cycleways on secondary roads and through open space linkages. I note that the network of cycleways and footpaths are not all included on Precinct Plan 1. I discuss this in paragraphs 4.8 and 4.9.
- 3.53 The proposed footpath along Rodney Street south of the proposed Collector Road intersection is not proposed to be extended north of the site access as the ITA states that land to the north is not subject to this plan change and there are no other attractors to the north. The ITA assumes that should the FUZ land be rezoned that this would be accessed via the roads within the PPC area. I note that the PPC has frontage to Rodney Street north of the intersection and the form of the development in the land north of the PPC is currently unknown. I discuss the extension of the footpath in relation to this in paragraphs 4.52 and 4.53.
- 3.54 With regards to the wider area, the ITA provides brief commentary on the accessibility to key attractions in Wellsford within a 10 minute walking distance including Wellsford School. I discuss the accessibility of this school in paragraph 4.5.

AUP Requirements

- 3.55 ITA Section 7 and 8 discusses the requirements of the AUP in relation to parking and servicing respectively, and states that these requirements will be complied with.
- 3.56 I consider that this is a matter for future resource consents and that there should be no reason why these requirements cannot be complied with.

Construction Traffic

- 3.57 ITA Section 10 outlines construction for the site and considers that this can be managed through a Construction Traffic Management Plan (**CTMP**) at a later date through resource consents. Typical considerations for a CTMP are described.
- 3.58 I generally concur that construction is usually best managed via future resource consents and CTMPs, however, I consider that an assessment as part of the plan change should be undertaken as to how appropriate safe access arrangements for construction vehicles via Monowai and Batten Streets would be achieved. This is a concern for a number of submitters. I discuss this in paragraphs 4.54 to 4.56.

Implementation Plan

- 3.59 ITA Section 11 and Table 11-1 summarises the key transport infrastructure that would be provided for the PPC and in the wider transport network. The infrastructure to be provided by the developer includes:

- a) New intersection of Rodney Street with Main Road (Collector Road);
- b) Pedestrian / cycling link to Rodney Street underpass; and
- c) New Main Road (Collector Road) through the site.

3.60 Of these items a) and c) are clearly provided for within the Precinct Provisions. However, the provision of the pedestrian / cycling link to the underpass is not expressly required nor when it would be provided. I discuss this in paragraphs 4.49 to 4.53.

4.0 Assessment of Traffic and Transport Effects

4.1 The following provides my assessment of traffic and transport effects and proposed management methods for the issues summarised in paragraph 2.1 and as identified in Section 3.0.

Sufficiency of measures to provide for active modes and connections to key attractors in Wellsford

4.2 Throughout the ITA, the assessment emphasises the connectivity of the PPC for active modes including to the wider Wellsford area. This is on the basis of the level of provision for active modes within the PPC area and with the provision of the proposed walking and cycling facility along Rodney Street from the Rodney Street access to the underpass at Tobruk Road. The ITA also identifies the provision of a future cycle facility alongside the railway line that would connect to Matheson Road, although this would not be provided by the PPC and is only future proofed with building line setbacks.

4.3 It is my view that the accessibility of the PPC for active modes is overstated.

4.4 I acknowledge the provision of the walking and cycling facility along Rodney Street to the underpass and consider that this is an appropriate facility to provide. It will provide an active mode connection to Wellsford College for both pedestrians and cyclists and would provide a missing link in the footpath network which will provide access to Wellsford Town Centre, particularly for pedestrians.

4.5 The ITA considers that this link would also provide access to Wellsford School. Whilst I agree it does provide a possible link, this is not a particularly attractive route for students to walk to this school as it is not direct and adds considerable distance and time to journeys compared to a pedestrian that may choose to cross Rodney Street in the vicinity of School Road. The suggested route from the Rodney Street access via the underpass would equate to an additional 650m or 9 minutes walking time. For a caregiver walking their child to and from the school this is considerable, particularly as the Auckland Transport TDM Urban Street and Road Design Guide suggests walking times to kindergartens and primary schools should be less than 10 minutes (refer to ITA Figure 6.4 which is extracted from the Design Guide). For a return journey for a parent to walk to and from the school this is an additional 1.3km or an additional 18 minutes on their journey. This is likely to be a deterrent to caregivers from walking their child to school.

4.6 The cycle facility along Rodney Street terminates at Tobruk Road. Cyclists are not provided any facilities south of this location and would be required to cycle on the road. As Rodney Street is a State highway it has significant volumes of traffic including heavy trucks. Cycling on the road would not be desirable or attractive for many cyclists. Whilst I acknowledge it may not be the responsibility for the developer to provide a facility all the way into the Wellsford Town Centre, the lack of provision for these users south of

Tobruk Road is likely to be a significant deterrent to cycling into the town centre and to adjacent employment areas.

- 4.7 The indicative cycling connection alongside the railway line is not proposed to be provided by the developer, only land set aside via the building setback. I am not aware of any commitment to provide this facility by others or that there is funding to provide it. Furthermore, there is no clear location where this facility would connect to Matheson Road. Therefore, there is no certainty as to when the facility would be provided, whether it is feasible or whether it would be provided at all.
- 4.8 The Structure Plan shows a network of cycling and walking facilities within the PPC area. These connect through the PPC, including FUZ land to the north of the proposed Precinct. These are shown in Figure 1 below extracted from the Structure Plan as blue and orange lines with cycle symbols for cycle routes, and green line with walking and cycle symbol for walking/cycling routes.



Figure 1 - Structure Plan Movement Network (Figure 14 extracted from Structure Plan)

- 4.9 Not all of these facilities have been shown on the Precinct Plan and thus there appears to be no certainty that walking and cycling facilities other than those along roads would be provided. I recommend that these routes should be included on Precinct Plan 1.
- 4.10 I support the proposed Neighbourhood Centre as this is likely to provide for the day to day needs of residents within walking and cycling distance of residents within the PPC. This would reduce reliance on private vehicle use, even for short trips to the existing Wellsford Town Centre.
- 4.11 The ITA states that building forms and street design will reduce vehicle ownership. However, there are no details provided as to what particular measures will be adopted to do this nor how this is addressed in the Precinct.

- 4.12 Based on the above I do not consider that the PPC area to be well connected for active modes to Wellsford outside of the PPC area. This is largely due to the limited nature of existing cycling and walking facilities within Wellsford. Accessibility to Wellsford School could be improved by the provision of a pedestrian crossing facility on Rodney Street between the site access and School Road, perhaps by incorporating a crossing into the roundabout at the site access. I recommend that a pedestrian crossing facility provided on Rodney Street as part of the transport infrastructure to be provided to support the development.
- 4.13 With regards to active modes within the site, subject to my recommendations to include the walking and cycling routes in the Structure Plan on the Precinct Plan, I consider that accessibility for active modes within the PPC area would be good, particularly with the provision of the Neighbourhood centre which will provide for day to day needs of residents within the PPC area.
- 4.14 The ITA states that the building and street design will reduce vehicle ownership. I consider that, the Applicant, either in evidence or at the hearing, should detail what measures will be adopted in the building and street design to reduce vehicle ownership and how this is addressed in the Precinct Provisions.

Adequacy of assessment and alignment against relevant plans and policies in relation to transportation

- 4.15 In paragraphs 3.11 to 3.17, I have outlined the ITA and Section 32 report's assessment of the PPC against transport plans and policies.
- 4.16 The ITA considered the transportation targets in the Auckland Climate Plan. A key component of the Climate Plan are the targets in the reduction of vehicle kilometres. The ITA has not considered how the PPC would limit the demand for travel. For instance, the recent opening of the Puhoi to Warkworth motorway has resulted in some reductions in the travel times from Wellsford, particularly to suburbs in north Auckland (such as Albany). Should the motorway be extended through to Wellsford, this is likely to result in further travel time reductions. The combination of these factors could result in Wellsford becoming a dormitory suburb reliant on private vehicle usage, particularly due to limited public transport and should opportunities for employment in Wellsford not be provided in parallel with the housing. The Neighbourhood Centre will provide some employment but this is only likely to be very limited in scale.
- 4.17 Auckland Council's Transportation Emissions Reduction Pathway (TERP) was developed to provide a pathway to achieving the goals of Auckland's Climate Plan. I note that the ITA has not considered the TERP or evaluated how the PPC would assist in delivering key transformations of the TERP, particularly with regard to reducing vehicle kilometres travelled (VKT).
- 4.18 For reference, I have extracted travel times from Google Maps for a typical day in December 2023 with the new Puhoi to Warkworth motorway. These timings are for the morning peak (8am) and the interpeak with travel at 10.30am for travel from Wellsford to the three key destinations in ITA Table 2-3. Table 1 compares the travel times in the ITA pre-opening of the motorway with post opening travel times.

Table 1 - Comparison of Travel Times Pre and Post-Opening of Puhoi to Warkworth Motorway

Origin / Destination	Distance	Off-peak Travel Time		During-peak (AM) travel time	
		ITA reported times	Times from Google	ITA reported times	Times from Google
Site (Wellsford) to Warkworth	20km	20-30 mins	20-26 mins	25-35 mins	18-26 mins
Site (Wellsford) to Albany	60km	45-60 mins	45-60 mins	1-1.5 hrs	45-65 mins
Site (Wellsford) to Auckland City	80km	1-1.25 hrs	0.9-1.35 hrs	1.5-2 hrs	1.25-2 hrs

- 4.19 The ITA considers the Future Urban Land Supply Strategy (FULSS) which has now been replaced with the Future Development Strategy (FDS) which was adopted in November 2023. The FDS concentrates on the primary areas of development in the Auckland Region but does amend the timing of development for Wellsford from 2023-2030 to 2030+. The FDS does not indicate that there are any specific infrastructure requirements that development within Wellsford would be dependent upon.
- 4.20 In terms of the AUP Regional Policy Statement (**RPS**) this was briefly dealt with in the S32 report in Section 6.3 with regards to AUP Chapter B2 Urban Growth and Form. However, no assessment was made against Chapter B3 Infrastructure, Transport and Energy, in particular Policy B.3.3.2(5)(b) with regards to land use and development reducing the growth in demand for private vehicles, particular during peak periods. In this instance, this is likely to relate to commuter traffic to areas south of Wellsford (e.g. Warkworth, Albany and beyond). I do not consider that the S32 assessment is sufficient in relation to the transportation aspects of the RPS.
- 4.21 I acknowledge that the AUP has zoned this land for future urban use and note that the FULSS indicated that Wellsford could provide approximately 832 dwellings over 109Ha of FUZ land. In contrast the proposed PPC is expected to deliver up to 800 dwellings over 72Ha. This indicates that the PPC has a greater density of housing than was envisaged in the FULSS. Therefore, should all the FUZ land be rezoned this could significantly increase the number of dwellings compared to what was anticipated.
- 4.22 As is noted in the ITA and I have highlighted, there is limited public transport in Wellsford and there are no plans to increase services or frequencies in the foreseeable future. The ITA recommends that public transport be extended to access the PPC area, however, there is no guarantee that this will occur. Furthermore, this is a low frequency bus service (one bus per hour) and thus is unlikely to be particularly attractive. If the population does increase there may be more demand for increased frequency, but this will lag behind development and there is no certainty of this occurring.
- 4.23 In paragraphs 4.2 to 4.13 I discuss active modes both within the PPC and to the wider Wellsford area. Here I consider that, subject to amendments to the Precinct Plan, internally the site would be well connected for active modes particularly with the

Neighbourhood centre. However, due to the lack of provision for cyclists throughout Wellsford, cycling is unlikely to be attractive for many users external to the site, particular along Rodney Street with its high traffic volumes and heavy vehicles. I also consider that additional measures on the external road network are required to improve access to Wellsford School.

- 4.24 Therefore on this basis, I do not consider that the PPC to be particularly well aligned with the RPS objectives B2.2.1(1)(d), B3.3.1(1)(e), and polices B2.2.2(5)(c), B2.3.2(2)(b), B3.3.2(5)(b) as outlined below.

Chapter B2 Urban Growth

Urban Growth and form

Objective B2.2.1 (1) A quality compact urban form that enables ...

(d) improved and more effective public transport

Policy B2.2.2 Quality compact urban form

(5)(c) close to public transport, social facilities (including open space) and employment opportunities.

A quality built environment

Policy B2.3.2

(2) Encourage subdivision, use and development to be designed to promote the health, safety and well-being and communities by all of the following:

...

(b) enabling walking, cycling and public transport and minimising vehicle movements.

Chapter B3 Infrastructure, Transport and Energy

Integration of subdivision, use and development with transport

Objective 3.3.1 (1) Effective, efficient and safe transport that:

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

Policy B3.3.2 (5) Improve the integration of land use and transport by:

(b) encouraging land use development and patterns that reduce the rate of growth in demand for private vehicle trips, especially during peak periods;

Lack of assessment of the transport effects of the Rural – Countryside Living Zone and integration with the existing and proposed transport network

- 4.25 The area of land to the north of the proposed precinct is proposed to be re-zoned from Rural – Rural Production Zone to Rural – Countryside Living Zone. It would appear from the ITA that this area of land has not been assessed in terms of traffic generation (as traffic associated with this land is not included in ITA Table 5-1) or how access would be provided either from the existing road network or via the proposed Precinct.
- 4.26 The Structure Plan does not include this area of land to be rezoned and the movement network in Figure 4 of the Structure Plan does not show any roading connections or active mode connections other than the Wellsford Greenways Cycle link along the eastern boundary.
- 4.27 I understand that the proposed Precinct will not provide the Wellsford Greenways Cycle link and that there are no other commitments to provide for this link including any extension into the proposed Rural – Countryside Living Zone.
- 4.28 If there are no connections to the Precinct then this would likely result in this zone being accessed solely by private vehicles which would access the wider transport network via the SH1 / Boshier Road intersection. This zone could have higher trip generation rates than other residential types as there is no access to public transport or appropriate facilities for active modes. If traffic associated with this re-zoning has not been included in the trip generation or trip distribution detailed in the ITA then this may affect the traffic modelling undertaken.
- 4.29 I note that NZ Transport Agency Waka Kotahi (**NZTA**) in their submission have raised concerns as to how this land would be accessed, particularly if it would be accessed via the SH1 / Boshier Road intersection.
- 4.30 As no information or assessment has been provided on the rezoning of this land in relation to the transportation, I am unable to comment on the appropriateness of the rezoning of this land from a transport perspective.
- 4.31 To be able to assess the transport effects of the rezoning of this land, I recommend that the applicant, either in evidence or at the hearing, should provide an assessment of how the Rural – Countryside Living Zone would be accessed and the associated traffic effects.

Sufficiency of trip generation considering the Rural – Countryside Living Zone

- 4.32 As I have discussed above, the trip generation detailed in ITA Table 5-1 does not specifically include reference to the Rural – Countryside Living Zone. Furthermore, the total number of dwellings included in the table total 1,000. The Neighbourhood Design Statement at Section 3.2.8.1 summarises a possible yield, including for the Countryside Living Zone. For this zone it indicates a yield of 45 dwellings, and a total of 1052 dwellings overall.
- 4.33 This indicates that the Countryside Living Zone has not been included in the ITA trip generation.
- 4.34 As there are no roading connections to the zone shown on the Structure Plan or Precinct Plan, access would only be from Boshier Road. This would increase traffic on SH1 (Rodney Street) and would need to be included in the traffic modelling.

- 4.35 It is recommended that the traffic assessment is updated to include traffic associated with the Rural – Countryside Living Zone including appropriate trip rates, traffic distribution and traffic modelling.

Appropriate intersection form at the Rodney Street access

- 4.36 ITA Section 5.2 assessed the intersection form of the Rodney Street access and concluded that the intersection could be constructed as a right turn bay intersection in the short to median term and then upgraded in the future, if required, to a roundabout.
- 4.37 In the Precinct Provisions, Activity A2A has been included such that activities that exceed 750 dwellings are a Restricted Discretionary activity. Assessment Criteria are included as IX8.2(2). I understand that the 750 dwelling limit has been derived from traffic modelling at the Batten Street / Rodney Street intersection and this is a level of development that could occur for this intersection to operate with all movements at a Level of Service D or better. The 750 dwelling limit is not connected to the Rodney Street access operation but would result in an assessment of the traffic effects of development in excess of this limit. I note that the PPC proposes to provide access to FUZ land north of the proposed precinct. Therefore, in my view, the calculation of the 750 dwellings should also include any dwellings accessed from this land as this traffic will travel through the main collector / SH1 intersection and precinct roads.
- 4.38 The Safe System Assessment Framework in the ITA compares the proposed right turn bay intersection with the roundabout. The roundabout is shown to better align with the Safe System. It will reduce traffic turning conflicts and vehicle speeds as vehicles approach the urban area of Wellsford. The roundabout would act as a gateway and signal to motorists the changing environment from rural to urban.
- 4.39 The ITA states that there would be a number of transportation variables that may result in a roundabout not being required, including the construction of the Warkworth to Wellsford motorway (that would bypass this section of Rodney Street), provision of public transport and the level of employment within the area.
- 4.40 Whilst I acknowledge the variables listed in paragraph 4.39, there are various factors that indicate that any change to the transport environment are unlikely to occur in the foreseeable future. These include:
- a) there is no certainty that the motorway would be extended as this is subject to funding and detailed consenting;
 - b) there is unlikely to be any notable change in the level of public transport provision that would result in a significant shift to public transport as there are no plans to improve services in Wellsford in the RPTP; and
 - c) it is unknown whether there would be any changes to the level of employment.
- 4.41 In terms of traffic operation, I note that the traffic effects in ITA Section 5.4 report that the right turn bay intersection would operate over capacity for the left turn out of the PPC area with the approach effectively at capacity. Traffic modelling of a roundabout has not been provided to demonstrate that this would operate satisfactorily.
- 4.42 The traffic modelling results show that the left turn movement out of the Rodney Street access is over capacity and that the right turn out of Batten Street operates at a poor level of service (LOS F). The ITA states that there is sufficient capacity at the other

intersection to accommodate traffic diverting between the two intersections (i.e. left turners from Rodney Street diverting to Batten Street and right turners from Batten Street diverting to Rodney Street). This would be contrary to the stated intention for Rodney Street to be attractive to residents and visitors and could result in an undesirable increase in traffic along Monowai Street and Batten Street, which is a concern raised by some submitters.

- 4.43 On this basis, it is my view that, subject to modelling of a roundabout to demonstrate satisfactory operation, the intersection should be constructed as a roundabout in the first instance rather than as a right turn bay and then upgraded in the future. This would be more efficient and provide a safer environment for road users. It would enable pedestrian crossing facilities to be incorporated into the roundabout to provide a pedestrian crossing facility across Rodney Street which would improve accessibility to Wellsford School as I discussed in paragraph 4.5 and recommended in paragraph 4.12.

Adequacy of traffic modelling at the Batten Street intersection

- 4.44 The traffic modelling presented in the ITA for the Batten Street intersection has utilised two different intersection layouts even though there are no changes to the intersection proposed.
- 4.45 The future year scenario without development and the future year scenario with the Fast Track application development have been modelled with a single lane approach on Batten Street. With development associated with the full build out, the Batten Street approach has been modified to include a short additional lane 15m in length. This issue was raised in Clause 23 requests for further information and the response included a plan that shows that the approach to the intersection can accommodate a right turning vehicle and a vehicle turning left simultaneously.
- 4.46 However, the drawing shows that the length available to store the right turner was only in the order of a single vehicle e.g. around 7m.
- 4.47 Whilst I acknowledge that the intersection could allow for a left and right turner to queue side by side, this would only be for one vehicle length before a second vehicle blocks access to the adjacent lane. I am therefore concerned that the modelling does not reflect the operation of the intersection and that the traffic model with the full development could be over estimating the capacity of the Batten Street approach and thus underestimating the effects on the intersection.
- 4.48 Therefore, for me to be satisfied with the traffic modelling, I recommend that the traffic modelling should be updated so that all traffic models include the same layout on Batten Street; I am comfortable that the model can include a second short lane on the Batten Street approach, but this should be reduced in length to a single vehicle length (i.e. 7m long).

Uncertainty of provision and timing of transportation infrastructure upgrades

- 4.49 Transport upgrades have been identified within the ITA for a proposed intersection with the main collector road with State Highway 1 (Rodney Street) and a walking and cycling facility along Rodney Street from the Rodney Street access to the underpass at Tobruk Road. In addition, the frontage with State Highway 1 will require upgrading to urban standard including kerb and channel and possibly a footpath (where not required by the link to the Tobruk Road underpass).

- 4.50 Standard IX6.1 Staging and Development with Transport Upgrades and Table X6.1.1 – Threshold for Subdivision and Development within Wellsford North only provides reference to the provision of a right hand turn intersection at the main collector road / State Highway 1 intersection. Therefore, there is no certainty that the footpath/cycle path link will be provided or that the frontage with State Highway 1 would be upgraded to an urban standard. Furthermore there are no detail as to when these upgrades would occur.
- 4.51 In my view these upgrades should be included in Table IX6.1.1 to clearly set out the need for these upgrades and to specify their timing. I have provided recommended amendments to Table IX6.1.1 in paragraph 4.61.
- 4.52 As highlighted in paragraph 3.53, the ITA considers that a footpath along the site frontage of SH1 is not required north of the proposed intersection with the main collector road. This is on the basis that there are no attractions north of the access that pedestrians would walk to and that pedestrian movements are anticipated to occur within the PPC area if the land to the north of the PPC is rezoned in the future.
- 4.53 In my view, as the form of the rezoning of the land to the north of the PPC is unknown and that there are a number of existing dwellings located on the eastern side of SH1 north of the PPC access, I consider that a footpath should be provided to facilitate pedestrian movements to either these existing properties or to land to the north should it be rezoned. If a footpath is not provided as part of the work needed to upgrade SH1 to urban standard, this could leave a gap in the footpath network leading to safety issues and a network with poor connectivity. I, therefore, consider that a footpath should be provided along SH1 north of the PPC access along the frontage as part of the urbanisation of this road.

Construction Traffic

- 4.54 Construction traffic effects are typically dealt with during the resource consenting phase of projects and normally managed through Construction Traffic Management Plans (CTMP). This approach has been adopted for this PPC.
- 4.55 However, access to the PPC area via Monowai Street and Batten Street is via narrow residential roads with a ninety degree bend where Batten Street transitions to Monowai Street. This access route will present challenges for construction traffic, particularly heavy vehicles to negotiate. I note that this has been raised as a concern by a number of submitters, with examples of issues with large vehicles being unable to pass along the street due to parked vehicles.
- 4.56 As alternative access to the southern end of the site via the SH1 (Rodney Street) access may not occur for some time due to the distance away from the southern PPC area and challenges in providing a vehicle access over the undeveloped land, I recommend that the Applicant provides an assessment of the construction traffic effects on Monowai Street and Batten Street that demonstrates safe construction access can be achieved. The assessment should provide details of any management measures, staging of development and how these would be incorporated in the Precinct Provisions.

Adequacy of Precinct Provisions to address traffic effects.

- 4.57 I have reviewed the Precinct Provisions in light of my comments above and have the following recommended amendments.

4.58 IX.3 Policy (2) only refers to key local roads and active mode connections. This policy should be expanded to include “indicative collector road” as included on the Precinct Plan 1. The wording should be consistent with the legend on Precinct Plan 1. The amended wording is provided below:

IX.3. Policies

(2) Require the indicative collector road and indicative key local roads and active mode walking and cycling 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.

4.59 Activity A2A is a Restricted Discretionary activity where development exceeds 750 dwellings. The activity description is ambiguous as it does not make it clear if the 750 dwellings is a cumulative total or the number of dwellings as part of single development. Furthermore, the precinct is proposed to provide access to FUZ land to the north of the site. As this activity is only relation to this precinct, the effects of dwellings within the FUZ land once rezoned may not be taken into account. Therefore, I recommend that the activity description be amended as follows:

Table IX.4.1 Activity Table

<i>Activity</i>		<i>Activity Status</i>
<i>(A2A)</i>	<i>Development that exceeds <u>a cumulative total of 750 dwellings within the Precinct and to any land that is provided vehicle access from the Precinct along its northern boundary</u></i>	<i>RD</i>

4.60 Standard IX6.1 Staging of Development with Transport Upgrades should include references to relevant policies. The following amendments are recommended:

Purpose:

- *Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy X IX.3 (8).*
- *Achieve the integration of land use and transport consistent with Policies ~~1452.3(5), (7), (8) and (10)~~ IX.3 (1), (2), (3) and (4).*

4.61 Table IX.6.1.1 Threshold for Subdivision and Development with Wellsford North only refers to the provision of the intersection of the main collector road and SH1. However, as I have outlined in paragraphs 4.49 to 4.53, I consider that other transport upgrades (provision of walking/cycling facility along Rodney Street, and upgrade of site frontage on Rodney Street to urban standard) should also be included in the table to provide certainty that these transport measures will be provided and the timing of when they will be provided. In addition, I recommend that the upgrade to the main collector road / SH1 intersection be modified to refer to a roundabout. Amendments to the table are shown below:

Table IX.6.1.1 - Threshold for Subdivision and Development with Wellsford North

Column 1		Column 2
Activities, development or subdivision enabled 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 of the main collector road and State Highway 1 (<u>Rodney Street</u>) intersection <ul style="list-style-type: none"> • Right hand turn intersection with the main collector road and State Highway 1 • <u>Single lane roundabout</u>
(b)	<u>Prior to the occupancy of any subdivision and / or development accessed via the State Highway 1 / Rodney Street intersection</u>	<u>Provision of walking and cycling facility along State Highway 1 (Rodney Street) between the main collector road and State highway 1 (Rodney Street) intersection and the underpass at Tobruk Road.</u>
(c)	<u>Any subdivision and/or development with frontage to State Highway 1 (Rodney Street)</u>	<u>Upgrade State Highway 1 (Rodney Street) frontage to urban standard consistent with Appendix 1: Road Function and Design Elements Table</u>

4.62 Changes are proposed to Appendix 1: Road Function and Design Elements Table to include details of upgrades to State Highway 1 (Rodney Street) frontage. These are included in Attachment 1 to this memo.

4.63 The Matters of Discretion 9(b) relate to the infringement of Standard IX6.8 for the building setback along the North Auckland Line. This setback is required partly to provide for a future cycling route alongside the rail line. For clarity, I consider the Matters of Discretion should be expanded to include reference to the future cycling route. The following wording is suggested:

IX.8.1 (9)(b) Effects on pedestrian and cyclist connectivity and safety for the future indicative cycling connection (shown on Precinct Plan 1) or existing cycling facility if already constructed.

4.64 No equivalent Assessment Criteria are included for Matters of Discretion IX.8.1(9) under IX.8.2(9). An appropriate assessment criteria should be included. The following wording is suggested.

IX.8.2 (9)(b) The effect on the ability to provide a connected and safe cycling connection, including connections to the wider transport network.

4.65 Assessment Criteria IX8.2(1)(b) refers to only providing a walkable street network but also includes references to active modes. It is considered that the criteria should be expanded to include reference to cycling. The following amendment is suggested.

IX8.2(1)(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 and cyclable 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.

4.66 Assessment Criteria IX8.2(2)(b) in relation to the 750 dwelling threshold refers to the performance of the main collector road / SH1 intersection. However, the ITA has identified that the Batten Street / SH1 intersection operates as a poor level of service with in excess of 750 dwellings. Therefore, the assessment should also include reference to the performance of the Batten Street intersection as recommended below.

IX8.2(2) (b) Whether the transport network at the intersection of the main collector road and State Highway 1, and the intersection of Batten Street and State Highway 1 can operate safely and efficiently during all periods, with all movements operating no worse than Level of Service (LOS) D.

4.67 As I have identified in paragraph 4.8 and 4.9, Precinct Plan 1 does not include all of the walking and cycling connections included in the movement diagram in the Structure Plan. To ensure a highly connected active modes network within the precinct, I recommend that Precinct Plan 1 include the indicative walking and cycling connections shown in Figure 4 of the Structure Plan.

4.68 I have identified in paragraph 3.51 that Appendix 1: Road Function and Design Elements Table does not identify that the Collector Road should have Vehicle Access Restrictions and this is likely to have been an error. I therefore recommend that the table be amended so that vehicle access restrictions apply to the Collector Road.

4.69 In paragraph 3.50, I recommend that Appendix 1: Road Function and Design Elements Table should be updated to include a new row which includes the upgrade to State Highway 1 (Rodney Street) frontage to provide certainty that it would be upgraded to urban standard. My recommendation is included as Attachment 1.

5.0 Submissions

5.1 Submissions relevant to traffic and transportation issues have been reviewed and are discussed below. Where submitters have raised similar issue, these have been discussed together as a theme.

Congestion through Wellsford Town Centre (Submission 2)

5.2 Submission #2 raised concerns about traffic congestion through Wellsford Town Centre, particularly at holiday times. The ITA has undertaken assessment of the operation of key intersections that provide access to the PPC area and the modelling does not indicate any operational issues for SH1 (Rodney Street). The modelling is considered robust as it assumes that the Warkworth to Wellsford Motorway has not been constructed and it is based on traffic volumes based on 1,000 dwelling whereas 650 to 800 dwellings are anticipated. Should the motorway be constructed, this would reduce the traffic volume along SH1 through the centre of Wellsford.

Use of Monowai Street and Batten Street as access (Submission points 3.2, 4.2, 4.3, 17.2, 18.2, 43.2, 50.3, 50.4, 50.6)

- 5.3 Various submitters raised concerns about the use of Monowai Street to access the PPC due to the narrow nature of these streets and the effect on the safety of residents.
- 5.4 Forecast traffic volumes on Batten Street adjacent to Rodney Street in 2031 are forecast to be in the order of 200 vehicles per hour. There is sufficient capacity on this street to accommodate this volume of traffic (3 vehicles per minute). It is accepted that this is significant increase from the existing traffic volumes (65 and 47 vehicles per hour in the AM and PM peaks respectively). The narrow nature of the road and parking on the street will act to moderate traffic speeds and act as pseudo traffic calming. I acknowledge the concern but consider that for day to day operation the additional traffic should not result in significant operational or safety issues.
- 5.5 Some submitters have suggested using alternative routes to access the site such as Armitage Road or Boshier Road (submission point 4.3) or providing access via the SH1 intersection (submission point 18.2). With regards to Armitage Road, there is no frontage to the PPC land from this road and therefore access from this location would not be possible. The land proposed to be accessed from Monowai Street will also be accessible via the proposed SH1 / collector road intersection once the roading network connects all the way through; the SH1 access is to be designed as the main access. This would provide alternatives to using Monowai Street.

Effect of Construction Traffic on Monowai Street (Submissions 3.2 and 50.2)

- 5.6 Submitters are concerned over the use of heavy vehicles using Monowai Street and Batten Street as a construction route. This is in relation to safety and the operation of the street where heavy vehicles have difficulty passing parked cars.
- 5.7 The ITA does not provide details of the anticipated traffic volumes of construction vehicles or timeframes for construction for land that would be accessed from Monowai Street. This level of detail would not be available until resource consent stage. The concern is acknowledged. The management of construction traffic will usually occur through a Construction Traffic Management Plan that would be required as part of a resource consent.
- 5.8 Given the constraints of the road I consider that the applicant should provide details either in evidence or at the hearing as to how construction could be achieved safely via Monowai Street or by other means, and if necessary, provide appropriate Standards to control this activity.

Traffic Congestion on SH1 at school drop and pick times (Submission 5.1)

- 5.9 This submission is concerned about congestion on SH1 at school drop off and pick up times.
- 5.10 The applicant is proposing to provide a walking and cycling facility along SH1 between the main collector road access and the Tobruk Road underpass. This would provide an appropriate and safe walking and cycling connection to Wellsford College. The Applicant has stated that this would also be used to provide walking and cycling access to Wellsford School. However, as I have noted above, this is not an attractive route and is likely to be a deterrent to caregivers to use this route to walk to Wellsford School. I have recommended that a pedestrian crossing be provided across SH1 between the main

collector road access and School Road. Subject to the provision of this crossing, I consider that the combined measures of the crossing and the walking and cycling facility along SH1 would provide suitable alternatives to driving to the college and school. This should minimise congestion on SH1 at school peak periods with respect to the PPC.

Future Development Strategy Infrastructure Triggers included into Precinct (Submission 8.3 and 8.4)

- 5.11 This submission has requested that the infrastructure triggers included in the FDS should be included into the precinct.
- 5.12 There are no specific infrastructure triggers in the FDS in relation to Wellsford, although infrastructure is identified for development in Warkworth. I do not consider that the Warkworth FDS triggers are necessary to be included in the Precinct.

Relocate Neighbourhood Centre closer to SH1 (Submission 20.2)

- 5.13 This submitter has requested that the Neighbourhood Centre be relocated closer to SH1 so that it would service a wider catchment, including motorists along SH1.
- 5.14 The proposed location in the PPC is positioned to enhance accessibility for the whole of the PPC area, particularly by active modes. Locating it closer to the SH would reduce the attractiveness to walk to the centre and could result in residents using private vehicles to travel short distances. Therefore, I do not support the relocation of the Neighbourhood Centre.

Submission 36 – NZ Transport Agency Waka Kotahi

- 5.15 The submission from NZ Transport Agency Waka Kotahi (**NZTA**) is neutral on the PPC but raises a number of issues including amendments to the Precinct Provisions. I discuss these matters below.
- 5.16 Submission point 36.4 requests that an assessment of the Transport Emissions Reduction Pathway (TERP) should be provided as this is a mandatory requirement under Section 74 of the RMA, and there is no reference to reductions in Vehicle Kilometres Travelled (VKT) in the ITA. I have raised concerns on this matter and agree that the applicant should either in evidence or at the hearing provide an assessment of the PPC in relation to the TERP, including how the PPC seeks to reduce VKT.
- 5.17 Submission point 36.5 identifies that the FDS has now been approved by Auckland Council and that an assessment of the PPC against the FDS should be provided. I concur with this request and recommend that the applicant should either in evidence or at the hearing provide an assessment of the PPC in relation to the FDS.
- 5.18 Submission point 36.6 requests that the walking and cycling facility be provided along SH1 prior to any subdivision or development. I concur with this request and have provided a recommendation to this effect.
- 5.19 Submission point 36.7 does not support the staged upgrade of the main collector road / SH1 intersection and considers that a roundabout should be constructed from the outset. I note that NZTA is the road controlling authority for SH1 and therefore any access arrangement would require their approval. Notwithstanding, I concur with this submission and have recommended that the intersection be constructed as a roundabout. The Precinct Provisions would need to be updated accordingly.

- 5.20 Submission point 36.8 requests that an assessment of the SH1 / Boshier Road intersection is undertaken if Boshier Road properties will have access to the PPC area and the PPC internal roads. I note that the Boshier Road properties are proposed to be zoned Rural – Countryside Living. The Precinct Plan does not include any roading connections to this area of land which sits outside the precinct. I discuss this in paragraphs 4.25 to 4.31 and recommend that the applicant provide further assessment of these properties in relation to access and transport effects.
- 5.21 Submission point 36.9 requests that an assessment is undertaken of the traffic effects without the Warkworth to Wellsford Motorway. I note the assessment that has been undertaken is without the motorway and therefore no further assessment is required.
- 5.22 Submission point 36.10 requests that designs be developed that show how walking and cycling facilities at the main site access intersection would be provided. I do not consider that this level of detail is required for the plan change. However, I have recommended that a pedestrian crossing be provided across SH1 to provide an appropriate walking connection to Wellsford School.

Submission 37 – Auckland Transport

- 5.23 The submission from Auckland Transport is opposed to the PPC unless issues raised in their submission are addressed. I discuss the matters raised below.
- 5.24 Submission point 37.2 request that the PPC be assessed against the NPS-UD and the RPS and relevant objectives and policies relevant to public transport and transport choice. I agree that further consideration of the PPC against these documents is required.
- 5.25 Submission point 37.5 requests that the PPC be modified to remove the Rural – Countryside Living Zone and to contain the PPC to within the FUZ area as the inclusion of this land makes it difficult to construct roads across streams. I note that the Precinct Plan does not show any roading connection to the Countryside Living zone. I have recommended further assessment of the traffic effects of this zone.
- 5.26 A number of submission points² relate to Auckland Transport’s support for various elements of the Precinct Provisions. I acknowledge the submitters support and subject to my recommendations agree with their retention.
- 5.27 Submission point 37.16 requests an amendment to IX6.1 to ensure that the Standard refers to subdivision as well as development. I support this amendment.
- 5.28 Submission point 37.17 requests that the main collector road / SH1 intersection be constructed in its ultimate form as a roundabout rather than as interim intersection. This is also supported by NZTA and I have provided a similar recommendation.
- 5.29 Submission point 37.18 requests that the walking and cycling connection along SH1 be included in Table IX.6.1.1. This is also supported by NZTA and I have provided a similar recommendation.
- 5.30 Submission points 37.21 and 37.25 request that the Matters of Discretion IX8.1(3)(a) and Assessment Criteria IX8.2(3)(b) be amended to include Policy IX.3(4) as this relates specifically to Appendix 1: Road Function and Design Elements Table. I concur with this amendment.

² Submission Points 37.6, 37.7, 37.9, 37.10, 37.12, 37.13, 37.14, 37.19, 37.20, 37.26

- 5.31 Submission point 37.22 requests an amendment to Assessment Criteria IX8.2(1)(a)(iii) to require the assessment to refer to roads extending to the adjacent boundary of FUZ land. I support this amendment as this would ensure that the development is designed in such a way that roads can be extended in the future to the FUZ land and provide a connected network.
- 5.32 Submission point 37.23 requests an amendment to Assessment Criteria IX8.2(1)(e) to make it clear that the walking and cycling facility along SH1 is to be provide rather than just enabled. I support the amendment to provide certainty over the provision of the walking and cycling connection along SH1.
- 5.33 Submission point 37.24 supports the retention of Assessment Criteria IX8.2 (1)(a) –(d), (i), subject to amendments sought in other submissions. I support this submission point.
- 5.34 Submission point 37.27 requests that the labelling of the indicative cycling facility alongside the railway line be amended to make it clear that this facility is not to be provided by the Applicant. I support such an amendment.
- 5.35 Submission point 37.28 requests that additional local roads be shown on Precinct Plan 1 to be consistent with the Structure Plan, particularly where these roads would extend to the land north of the plan change area. I note that the road network will need to be developed in general accordance with the Precinct Plan. The Precinct Plan omission of all the roads on the Structure Plan does not preclude the provision of these roads. However, to assist developers, including developers of land to the north, I consider it is appropriate that additional local roads be included on Precinct Plan 1 where they connect to adjacent FUZ land.
- 5.36 Submission point 37.29 requests that Appendix 1: Road Function and Design Elements Table is amended to include for the urbanisation of State Highway 1 along the site frontage, including the provision of the walking and cycling connection. I concur with this request and have provided a recommendation in this regard.
- 5.37 Submission point 37.30 requests the removal of Appendix 2 as it is considered that the roundabout should be constructed in the first instance; if this is not accepted, then the precinct provisions should ensure land is protected for the future upgrade to a roundabout. I support the amendment if the roundabout is to be constructed in its final form, if this is not accepted, then to ensure development does not preclude the upgrade to a roundabout Appendix 2 should be retained.

Submission 38 – Elper Holding Limited

- 5.38 Submission point 38.2 raises a concern that the dwelling yield in the S32 report differs to the yield in the Structure Plan. I note that the Structure Plan covers a larger area than the PPC which accounts for the differences in yield. Notwithstanding, the ITA assessment of traffic effects is based on 1,000 dwellings, whereas the S32 report anticipates that the yield from the PPC area would be 650 to 800 dwellings. Therefore, the ITA is considered robust by using the higher number of dwellings.
- 5.39 Submission point 38.7 queries what infrastructure is referenced in Objective 5. I understand that the infrastructure referenced in this objective is the transport infrastructure identified in Standard IX6.1 and Table 6.1.1 in particular. The objective could be modified to include reference to the standard. I have recommended that additional transport measures be included within this standard.

- 5.40 Submission point 38.8 requests that Objective 6 should include reference to subdivision. I would support this amendment.
- 5.41 Submission point 38.9 raises concerns over the Activity table, in particular about the 750 dwelling threshold. This threshold has been included to provide a trigger to assess the operation of the collector road / SH1 intersection and possible upgrade as per the Restricted Discretionary assessment criteria in IX8.2(2). I support the retention of the threshold and the assessment criteria subject to my recommendations in paragraph 4.66.
- 5.42 Submission point 38.10 requests that the pedestrian / cycling link to the Rodney Street underpass and any associated upgrades be included in Table IX6.1.1. I agree that this should be included in the table and have recommended an amendment in paragraph 4.61.
- 5.43 Submission point 3.10 states that the cycle facility along the railway line is included in the ITA but not the precinct provisions. I note that this facility is included on Precinct Plan 1 and Standard IX6.8 provides for building setbacks to provide space for this to be provided by others.
- 5.44 Submission point 38.11 raises several queries over assessment criteria. The key issue raised is in relation to the Assessment Criteria IX8.2(1)(c) in that the assessment only relates to land to be set aside for a roundabout rather than the construction of a roundabout itself. I consider that the assessment criteria is appropriate in relation to Activity A1. However, I concur there is nothing in the Precinct Provisions that would require the construction of a roundabout at the site access. I have recommended that the roundabout be constructed prior to any subdivision and/or development, and if this is adopted then this assessment criteria is no longer required.
- 5.45 A query is raised on Assessment Criteria IX8.2(1)(d) as to which existing roads are to be upgraded. I understand that the upgrade relates to the upgrade of SH1 (Rodney Street) frontage, and I have recommended that this upgrade be included in Table IX6.1.1 and with a description of the upgrade in the Appendix 1: Road Function and Design Elements Table.
- 5.46 The query on Assessment Criteria IX8.2(1)(e) is that this should be a directive on what works are required are required and by whom. However, this is an assessment criteria and therefore I consider no changes are required.
- 5.47 The submitter is concerned about Assessment Criteria IX8.2(2)(a) where a proposal exceeds 750 dwellings. I agree with the submitter that the criteria does imply that it is a single proposal for 750 dwellings or more that would require the Integrated Transport Assessment. I consider that this should be amended so that it relates to the cumulative total of 750 or more dwellings within the Precinct. I note that the Applicant has indicated that FUZ land to the north would also be accessed via the road network in the proposed precinct. This criteria would not address development in the FUZ land as this would be outside of the precinct. I recommend the following amendment:

IX8.2(a) A proposal that exceeds a cumulative total of 750 dwellings within the Precinct and to any land that is provided vehicle access from the Precinct on along its northern boundary shall be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.

- 5.48 A query is raised as to what is meant by the “Northern Bypass” in Assessment Criteria IX8.2(2)(d). This relates to the Warkworth to Wellsford Motorway. For clarification I suggest that the criteria should be amended as follows:

IX8.2(2)(d) Whether the Northern Bypass (Warkworth to Wellsford Motorway) is under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application.

- 5.49 The query on Assessment Criteria IX8.2(3)(d) is on why the criteria is required for the provision of interfaces of design treatment at property boundaries. I consider this criteria is required as it relates to how the design of roads or footpaths/cycle paths will be provided where they terminate at a property boundary, such as along the northern boundary of the precinct adjacent to the FUZ land. An appropriate design is needed to ensure that these roading elements are safe in the interim period and that they are able to be extended across the property boundary when future development occurs.

Submitter 39 – Ministry of Education

- 5.50 In submission point 39.3 the Ministry of Education has stated that they are interested in how safe walking and cycling infrastructure will be provided. I consider that the proposed walking and cycling facility along SH1 to the Tobruk Road underpass will provide a safe facility for access to Wellsford College. In relation to a connection to Wellsford School, I have recommended that a pedestrian crossing be provided across SH1 (Rodney Street) between the proposed site access at the main collector road / SH1 and the School Road intersection. This would provide a more direct and convenient route for caregivers and students to walk to Wellsford School.

6.0 Conclusions and Recommendations

- 6.1 The following conclusions and recommendations are made with respect to traffic and transportation issues.
- 6.2 Subject to further information outlined below, I am of the view that the PPC would likely result in travel predominantly by private vehicle, although I acknowledge this is a function of rural towns where access to public transport is limited. There are no current plans to enhance public transport provision in Wellsford in the foreseeable future.
- 6.3 I consider that the proposed precinct will have good connectivity for active modes within the PPC area subject to the provision of the network of roads and walkways / cycleways. The neighbourhood centre would reduce the demand for private vehicle travel outside of the precinct in terms of local facilities. I support measures to provide active mode connections outside of the site to Wellsford College and that provide a pedestrian connection to Wellsford Town Centre. Beyond those works there are no existing or proposed facilities for cyclists. I have made recommendations for additional measures which would enhance connectivity to Wellsford School.
- 6.4 I am generally supportive of the proposed Precinct Provisions but have made recommendations so that the effects of the PPC are more appropriately addressed.
- 6.5 With regards to the re-zoning of the land from Rural – Rural Production Zone to Rural – Countryside Living, I am unable to form a view as to the appropriateness for the rezoning of this land from a transport perspective and whether any measures are required to

mitigate effects of this rezoning. I require further information as set out in paragraph 6.6 h).

6.6 As indicated above, there are some gaps in the assessment where additional information or analysis is required to either address matters raised by submitters or to enable me to confirm my opinion on whether the effects have been adequately assessed or effects can be sufficiently avoided, remedied, or mitigated. These matters are outlined below:

- a) An assessment of the PPC should be undertaken in relation to the Transport Emissions Reduction Pathway, including measures to reduce Vehicle Kilometres Travelled;
- b) An assessment of the PPC should be undertaken against Auckland Council's Future Development Strategy;
- c) An assessment of the PPC in relation to the relevant Regional Policy Statement Objectives and Policies with regards to public transport and transport choice (including those Objectives and Policies in Chapter B2 and B3 of the RPS);
- d) Provide details of what measures will be adopted in the building and street design to reduce vehicle ownership and how this is addressed in the Precinct Provisions;
- e) Provide traffic modelling that demonstrates that a roundabout at the main collector road / SH1 intersection (Rodney Street) intersection has sufficient capacity;
- f) Batten Street traffic modelling should be updated so that the intersection layout is consistent in all scenarios modelled; if the short lane included in the with development scenario is retained, the length of the lane should be modified to 7m;
- g) Provide an assessment of the construction traffic effects on Monowai Street and Batten Street that demonstrates how safe construction access can be achieved. The assessment should provide details of any management measures, including staging of development and how these would be incorporated in the Precinct Provisions;
- h) Provide an assessment of how the Rural – Countryside Living Zone would be accessed, the associated traffic effects including assessment of the operation of key intersections and any consequential updates to traffic modelling for the intersections on SH1 at the main collector road and Batten Street.

6.7 Subject to additional information from the items outlined above, I have the following recommendations.

- a) A pedestrian crossing facility (zebra crossing or signalised crossing) shall be provided on SH1 (Rodney Street) between the main collector road / SH1 access and School Road to provide access to Wellsford School and should be included in Table IX6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct.
- b) Subject to confirmation from traffic modelling that a roundabout at the main collector road / SH1 intersection has sufficient capacity, the main collector road / SH1 intersection (Rodney Street) should be constructed in its final form as a roundabout rather than in an interim layout.
- c) A footpath should be provided along SH1 north of the PPC access along the frontage as part of the urbanisation of this road and this should be identified in Appendix 1: Road Function and Design Elements Table.

6.8 The following amendments to the precinct provisions are recommended:

- a) IX.3 Policy (2) should be expanded to be consistent with the infrastructure shown on Precinct Plan 1.

IX.3. Policies

(2) Require the indicative collector road and indicative key local roads and active mode walking and cycling 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.

- b) The Activity A2A description should be updated to make it clear that the 750 dwellings is a cumulative total and includes any dwellings that are accessed from the FUZ land along the northern boundary of the precinct.

Table IX.4.1 Activity Table

<i>Activity</i>		<i>Activity Status</i>
<i>(A2A)</i>	<i>Development that exceeds <u>a cumulative total of 750 dwellings within the Precinct and to any land that is provided vehicle access from the Precinct along its northern boundary</u></i>	<i>RD</i>

- c) Standard IX6.1 Staging of Development with Transport Upgrades should include references to relevant precinct policies as set below:

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy X IX.3 (8).*
- Achieve the integration of land use and transport consistent with Policies ~~1452.3(5), (7), (8) and (10)~~ IX.3 (1), (2), (3) and (4).*

- d) Table IX.6.1.1 Threshold for Subdivision and Development with Wellsford North should set out all transportation infrastructure measures or upgrades required and their timing. Amendments to the table are shown below:

Table IX.6.1.1 - Threshold for Subdivision and Development with Wellsford North

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

		<ul style="list-style-type: none"> • <u>Single lane roundabout</u>
<u>(b)</u>	<u>Prior to the occupancy of any subdivision and / or development</u>	<u>Provision of walking and cycling facility along State Highway 1 (Rodney Street) between the main collector road and State highway 1 (Rodney Street) intersection and the underpass at Tobruk Road.</u>
<u>(c)</u>	<u>Any subdivision and/or development with frontage to State Highway 1 (Rodney Street)</u>	<u>Upgrade State Highway 1 (Rodney Street) frontage to urban standard consistent with Appendix 1: Road Function and Design Elements Table</u>

- e) The Matters of Discretion 9(b) relating to the infringement of Standard IX6.8 for building setback along the North Auckland Line should be amended to clarify the purpose of the setback in terms of the cycling facility:

IX.8.1 (9)(b) Effects on pedestrian and cyclist connectivity and safety for the future indicative cycling connection (shown on Precinct Plan 1) or existing cycling facility if already constructed.

- f) Assessment Criteria are required for the Matters of Discretion IX.8.1(9)(b) under IX.8.2(9). The following wording is suggested.

IX.8.2 (9)(b) The effect on the ability to provide a connected and safe cycling connection, including connections to the wider transport network.

- g) Assessment Criteria IX8.2(1)(b) refers to only providing a walkable street network but also includes references to active modes. The criteria should be expanded to include reference to cycling.

IX8.2(1)(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 and cyclable 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.

- h) Assessment Criteria IX8.2(2)(a) should be updated to ensure that the 750 dwelling threshold is a cumulative total and takes into account dwellings that could have vehicle access from land along the northern boundary of the precinct.

IX8.2(2)(a) A proposal that exceeds a cumulative total of 750 dwellings within the Precinct and to any land that is provided vehicle access from the Precinct along its northern boundary shall be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.

- i) Assessment Criteria IX8.2(2)(b) in relation to the 750 dwelling threshold refers to the performance of the main collector road / SH1 intersection. The assessment should also include reference to the performance of the Batten Street intersection.

IX8.2(2) (b) Whether the transport network at the intersection of the main collector road and State Highway 1, and the intersection of Batten Street and State Highway 1 can operate safely and efficiently during all periods, with all movements operating no worse than Level of Service (LOS) D.

- j) Assessment Criteria IX8.2(2)(d) should be amended to clarify what is meant by "Northern Bypass".

IX8.2(2)(d) Whether the Northern Bypass (Warkworth to Wellsford Motorway) is under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application.

- k) To ensure a highly connected active modes network within the precinct, Precinct Plan 1 should include the indicative walking and cycling connections shown in the Figure 4 Movement Network of the Structure Plan.
- l) Appendix 1: Road Function and Design Elements Table should be amended so that vehicle access restrictions apply to the Collector Road (refer to Attachment 1).
- m) Appendix 1: Road Function and Design Elements Table should be updated to include a new row which includes the upgrade to State Highway 1 (Rodney Street) frontage to provide certainty that it would be upgraded to urban standard (refer to Attachment 1).

Martin Peake

26 February 2024

Attachment 1 – Recommended Amendment to Appendix 1: Road Function and Design Elements Table

IX.11 Appendices

Appendix 1: Road Function and Design Elements Table

Road Function and 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 <u>Yes</u>	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
<u>State Highway 1 (Rodney Street) – frontage to precinct</u>	<u>Arterial</u>		<u>2</u>	<u>50</u>	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	<u>Frontage side only</u>	<u>Frontage side only</u>

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 3.9
NOISE AND VIBRATION

MEMO

TO: Robert Scott – Consultant Planner to Council

FROM: Andrew Gordon – Senior Specialist

DATE: 19 April 2024

SUBJECT: Private Plan Change 92, Wellsford North – Transport noise and vibration/reverse sensitivity effects

Introduction

The PPC application documents do not include an assessment of noise and vibration effects or reverse sensitivity effects from locating new activities sensitive to noise in proximity to existing transport networks/infrastructure. My review is focused on the potential adverse effects on people's health and wellbeing and reverse sensitivity effects from unreasonable levels of road and rail noise.

In this regard, because of public notification, I have reviewed four submissions relevant to the above matter and provide comments regarding State Highway 1 (SH1) and rail corridor noise and vibration effects on future buildings containing activities sensitive to noise.

I have not visited the subject site.

Proposal details

This private plan change seeks to rezone seventy-two hectares 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 most of the land subject to the private plan change.

The proposal could provide capacity for approximately 650 to 800 dwellings supported by a small neighbourhood centre.

AUP (OP) Zoning and E25 Noise and vibration

The Plan Change area is zoned Future Urban, Residential – Single House, Rural - Countryside Living and Rural - Rural Production. The Plan Change area is bounded by SH1 to the west, the existing Wellsford urban area to the south, the North Auckland Railway line to the east, and Boshier Road to the north.



Maximum permitted noise levels for the above zones are specified in E25.6.2 and E25.6.3. However, the permitted noise levels only control noise from activities carried out between sites zoned future urban, rural and residential. These standards do not include any requirement for acoustic design or compliance with internal noise limits to ensure reasonable levels residential amenity.

The Auckland Unitary Plan does not include any Auckland-wide controls to manage the noise or vibration effects on activities sensitive to noise or other sensitive land use activities adjacent to road or rail corridors.

However, the following E25.2 objective is relevant:

- (3) Existing and authorised activities and infrastructure, which by their nature produce high levels of noise, are appropriately protected from reverse sensitivity effects where it is reasonable to do so.

And E25.3 policy:

- (7) Require activities to be appropriately located and/or designed to avoid where practicable or otherwise remedy or mitigate reverse sensitivity effects on:
 - (a) existing or authorised infrastructure;

It is common for Plan Change applications to include precinct provisions that include controls to manage noise and vibration effects from road and rail on zones that anticipate and provide for activities sensitive to noise, for example, PC 48 and PC50. Further, I note the recent Environment Court Decision [2024] NZ EnvC 054 issued 25 March 2024 supports this management approach.

Submission Discussion

NZTA

Controls requiring acoustic treatment of dwellings near to roads are typically only applied where the speed environment is generally 80km/hr or greater and/or where the traffic flows are high (e.g. state highways and some busier arterial roads)

As mentioned above, the E25 city wide provisions of the AUP do not impose any controls requiring acoustic treatment of dwellings near to any roads (and highways).

I support the use of setback distances to control adverse noise effects on future noise sensitive activities.

If mitigation measures such as provision of adequate setback distances and good acoustic design of buildings are not adopted, there is potential for adverse effects on health (which includes mental health and wellbeing) for people exposed to unreasonable levels of noise (note: RMA definition of noise includes vibration).

In my view, there is a reasonable expectation that occupants in new buildings will have a good level of acoustic amenity even when located in proximity to existing road infrastructure, which by their nature produce high levels of noise.

I agree traffic noise levels are reflective of traffic variables, such as vehicle speed, hence different setback distances need to be considered when a detailed traffic noise assessment is completed. For example, NZTA advise: *'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.'*

I support the proposed precinct amendment which recommends that all activities sensitive to noise within 50m of SH1 are designed, constructed, and maintained to meet an indoor noise level of 40 dB LAeq(24-hour) inside habitable spaces.

By way of context, NZS 6806:2010 *Acoustics – Road-traffic noise – New and Altered Roads* (referenced in E25) recommends an internal noise limit of 40 dBA LAeq(24-hr) for buildings occupied by activities sensitive to noise, however, this Standard applies to new or altered roads only.

I confirm NZTA have adopted 40 dBA LAeq(24-hour) as the design level in their guidelines.

In my view the proposed minimum 50m setback distance from the boundary of SH1 provides an appropriate effects envelope for this section of highway.

Compliance with the above internal design limit will adequately provide for the indoor acoustic comfort of future occupants and is consistent with NZTA's guidelines on managing state highway noise effects on noise sensitive land use.

In my view, compliance with the suggested internal standard is likely to only affect the first row of buildings next to SH1, however, may extend to the second row of buildings depending on the building typologies comprising the first row of buildings and, any existing or future mitigation within the SH1 corridor (e.g. solid fencing, earth bunds, ground contours, low noise road surface).

Further, approximately a 10 dBA reduction is achievable if the line of sight to the road from the buildings behind (i.e. second row) is blocked - increased setback will also provide additional distance attenuation (e.g. road traffic noise reduction is typically 3 dBA per doubling of distance).

When the road traffic noise level is predicted to exceed 55dB LAeq(24-hour), at the façade, those buildings must be designed, constructed and maintained with a mechanical ventilation/cooling system that meets the requirements of E25.6.10(3) - external road traffic noise level predictions are based on recognised best practice where traffic volumes are adopted at the time of the design, with an additional 2dB added to account for future traffic growth.

Overall, I expect that a very small percentage of the 650 – 800 dwellings will require acoustic treatment to enable compliance with the above internal noise limit.

For some new buildings, compliance with the above internal noise limit will likely require windows and external doors to be closed (i.e. all the first row of buildings). Therefore, I agree a provision requiring suitable mechanical ventilation to be installed is necessary. This does not mean occupants cannot open windows, but occupants are provided the option of keeping windows closed to keep traffic noise out and at the same time providing a comfortable indoor thermal environment.

As proposed in IX.6.7, in my view a mechanical ventilation system should be designed to meet ventilation requirements set out in AUP (OP) E25.6.10 (3) (i.e. new noise sensitive spaces).

It is not proposed to control noise effects in outdoor living spaces. In some cases, mitigating adverse effects on outdoor amenity will not be practicable. As a comparison, this is the approach taken for outdoor living spaces located in Business Zones where controls are only in place to ensure a reasonable level of amenity is achieved indoors with acoustic treatment and provision of mechanical ventilation. However, the design and layout of future buildings could consider mitigation measures such as locating the building itself between the outdoor living area and SH1 and/or installing acoustic screening (i.e. earth bunds, acoustic barriers) to mitigate adverse noise effects outdoors.

A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance prior to the construction or alteration of any building containing an activity sensitive to noise.

I note the setback distance approach was adopted for PC49, as contained in 1451.6.9:

- (1) *Any new buildings or alterations to existing buildings containing an activity sensitive to noise within 40m to the boundary of Waihoehoe Road (shown as a future arterial road on Precinct Plan 1) must be designed, constructed, and maintained so that road traffic noise does not exceed 40 dB LAeq (24 hour) in all noise sensitive spaces.*

Unless there is quantitative evidence to suggest otherwise, I do not see the need for a specific road vibration standard in the precinct provisions - vehicles driving along a well-maintained road free of any potholes or other uneven surfaces are expected to create negligible vibration at immediately adjacent buildings.

Auckland Transport

The above comments address the submission by Auckland Transport. I note the *Wellsford North: Precinct Plan1 – Indicative Road and Open Space Network* does not identify any existing arterial roads or future arterial roads.

KiwiRail

The rail corridor runs the entire length of the Precinct's eastern boundary and therefore I support the use of setback distances, as recommended for SH1 traffic noise, to mitigate adverse rail noise effects on future noise sensitive activities.

KiwiRail proposes an acoustic standard for all newly constructed or modified activities that are sensitive to noise within a 100m setback distance from the rail corridor.

In my view, the proposed precinct provision IX.6.7 specifying a setback distance of 60m from the rail corridor does not provide an appropriate effects envelope. Accordingly, I support KiwiRail's recommendation for a greater setback distance of 100m, which is reported to be a *'pragmatic approach to the actual noise effects catchment and within that distance both the standard and the discretionary criteria accommodate site specific variations.'*

I note a 100m setback is consistent with the KiwiRail Reverse Sensitivity Guidelines, which are commonly referenced in assessments across New Zealand. There is no evidence to suggest a shorter setback distance is appropriate for this development.

The rail noise source level of 70 dB LAeq(1hour) is from KiwiRail's guidelines – I understand this source level is adopted and promoted by KiwiRail in their submissions to District Plan reviews, plan changes, Notice of Requirements, and resource consent applications across New Zealand.

I understand the rail noise level of 70 dB LAeq(1hour) is to be used as a design noise level to approximate the effects of a single train pass-by and generalised average noise level from the rail corridor – this level is designed to recognise and provide for the variability in rail pass-by noise events.

In my view, 100m is a conservative setback distance which is designed to ensure rail noise is reduced to approximately 55 dB LAeq (at 100m) without any mitigation - I note 55 dB LAeq is the upper daytime limit for residential areas but is specific to continuous noise and not to discrete and short duration events such as passing trains.

I agree an acoustic design report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with IX.6.7 prior to the construction or alteration of any building containing an activity sensitive to noise.

I support use of a 'Rail Vibration Alert Area' or similar rail vibration notation to 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 imposing strict compliance limits.

I note a vibration notation layer was incorporated into PC48 1450.

I note vibration effects on buildings is complex and given the mass (or transfer factor from the ground to the foundations) is not known and will not be known until the detailed building design is completed.

It may be that new buildings could be designed to reduce rail vibration to levels no greater than 0.3mm/s vw95 (referred to in the attached KiwiRail guidelines) even where the buildings are very close to the rail corridor.

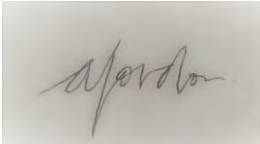
Kainga Ora

I disagree with the submission to remove relevant provisions to control rail corridor noise for the reasons stated above.

In my view it is important that developers take responsibility to ensure new buildings (containing activities sensitive to noise) when constructed adjacent to existing infrastructure are fit for purpose including provision of reasonable noise levels inside bedrooms and other noise sensitive spaces. In my view, the proposed precinct provisions will ensure this objective is met.

Conclusion/Recommendation

I recommend appropriate precinct provisions, as outlined above, are included to manage noise and vibration effects from road and rail. In my view, implementation of the provisions will ensure potential adverse effects on people's health and wellbeing are adequately mitigated and, will enable avoidance of the potential for undue restrictions being placed on the operation of transport networks.

A rectangular box containing a handwritten signature in dark ink. The signature is cursive and appears to read 'A. Gordon'.

Andrew Gordon
Senior Specialist

APPENDIX 3.10
HISTORIC HERITAGE

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

25 January 2024

To: Robert Scott - Planning Consultant on behalf of Auckland Council

From: Rebecca Ramsay – Senior Specialist: Heritage, Auckland Council

Subject: Private Plan Change – PC92 Wellsford North Precinct, Historic Heritage Assessment

1.0 Introduction

- 1.1 I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to Historic Heritage effects.
- 1.2 My review has not addressed effects on mana whenua cultural values other than in relation to information gaps. The cultural and other values that mana whenua place on the area may differ from its historic heritage values and are to be determined by mana whenua. It is the applicants' responsibility to consult with mana whenua to determine mana whenua values.
- 1.3 I have a Master of Arts degree with first class honours in anthropology (archaeology) specialising in New Zealand archaeology. I have worked in the field of historic heritage management for nearly 9 years. My experience spans archaeology (including landscape archaeology) and heritage policy and planning.
- 1.4 In writing this memo, I have reviewed the following documents:
 - Section 32 Assessment Report, Wellsford North Private Plan Change Request. June 2023. Prepared by Barker and Associated Ltd. for Wellsford Welding Club Ltd.
 - Appendix 1 – Wellsford North Plan Change
 - Appendix 2 – List of Properties in Plan Change Area
 - Appendix 3 – Wellsford North Structure Plan
 - Appendix 4 – AUP Objectives and Policies Assessment
 - Appendix 13 - Plan Change Request at Rodney Street and Monowai Road, Wellsford: Archaeological Assessment. May 2023. Prepared by Clough and Associates Ltd. for Wellsford Welding Club Ltd.
 - Appendix 15 – Cultural Values Assessment. Kaitiaki Report: Wellsford Plan Change - 338 Rodney Street, Wellsford. Prepared by Manuhiri Kaitiaki Charitable Trust.

2.0 Key Historic Heritage Issues

- 2.1 The key issue in relation to historic heritage is whether the application has sufficiently assessed and addressed actual or potential effects on historic heritage.

3.0 Applicant's assessment of historic heritage effects and management methods

- 3.1 In relation to historic heritage the applicant has provided an archaeological assessment by Ellen Cameron and Aaron Apfel of Clough and Associates Ltd. (June 2023 – Appendix 13). While not explicitly stated in the report title, the assessment does indirectly cover other historic heritage values as noted on page 1 of the report.
- 3.2 The archaeological assessment provides an evaluation of effects on historic heritage and archaeological remains based on desktop research and field inspection. There are no scheduled historic heritage places in the AUP or recorded archaeological sites within the plan change area.
- 3.3 In my opinion, the archaeological assessment provides a sufficient level of detail in relation to historic heritage for the purposes of the proposed plan change.

- 3.4 The assessment recommends that due to the potential for a pre-1894 house to be present within Allotment 117A¹, field survey and additional assessment should be undertaken prior to any future development. This reporting should include a detailed assessment of effects and appropriate mitigation measures recommended.
- 3.5 The assessment concludes for the remainder of the plan change area “if any unrecorded archaeological sites are exposed during future development activities resulting from the proposed Plan Change, the effects are considered likely to be minor and can be appropriately managed under the AUP OP Accidental Discovery Rule (E12.6.1) and mitigated under the archaeological provisions of the [Heritage New Zealand Pouhere Taonga Act] HNZPTA.”²
- 3.6 These conclusions and recommendations are supported in the Section 32 Assessment Report³.

4.0 Submissions

- 4.1 No submissions were received in relation to historic heritage matters.

5.0 Conclusions and recommendations

- 5.1 The archaeological assessment provides a full description of the heritage sites and values⁴ within the plan change area.
- 5.2 It is recommended that the precinct provisions are amended to include a new special information requirement under section IX.9, to give effect to the recommendations of the archaeological assessment outlined in section 3.4 above. Suggested wording is provided in **Appendix 1**.
- 5.3 Any historic heritage effects associated to the remainder of the plan change area can be appropriately managed through the existing provisions in the AUP⁵ and under the Heritage New Zealand Pouhere Taonga Act (2014).
- 5.4 Overall, I agree with the assessment’s identification of potential impacts on historic heritage, and I can support the private plan change with minor amendments.

Appendix 1. Suggested wording amendments to PPC Appendix 1: Wellsford North Precinct.

Underlined text to be inserted.

IX.9 Special information requirements

(X) Historic Heritage Assessment

An application for land modification, development and subdivision at PT ALLOT 117A PSH OF ORUAWHARO SO 7143 must be supported by a Historic Heritage Assessment prepared by a suitably qualified heritage specialist. The assessment should include further field survey, identifying the location and extent of any historic heritage places and a detailed assessment of effects and appropriate avoidance or mitigation measures.

¹ PT ALLOT 117A PSH OF ORUAWHARO SO 7143, 136 Boshier Road, Wellsford.

² Archaeological Assessment (Appendix 13). May 2023 page 40.

³ Section 8.10, page 55.

⁴ AUP - B5. Ngā rawa tuku iho me te āhua – Historic heritage and special character

⁵ AUP OP Accidental Discovery Rule (E11.6.1) and (E12.6.1).

APPENDIX 3.11
ABORICULTURAL

Technical Specialist Memo

To: Robert Scott, Reporting Planner
From: Rhys Caldwell – Auckland Council Specialist Arborist
Date: 15 February 2024

**Subject: Proposed (Private) Plan Change 92 - Wellsford North
Arboricultural Assessment**

1.0 Introduction

- 1.1 I have undertaken a review, on behalf of Auckland Council, of the Proposed (Private) Plan Change 92 - Wellsford North, in relation to arboricultural effects.
- 1.2 In writing this memo, I have reviewed the following documents:
- Arboricultural Assessment, titled Wellsford North Structure Plan, dated March 2023 – Version 1.2.

Qualifications and Experience

- 1.3 My name is Rhys Edward Caldwell, and I am a Specialist Arborist in the Earth, Stream and Trees Specialist Unit at Auckland Council. My qualifications include a Trade Certificate in Amenity Horticulture (1993) and an Advanced Certificate in Arboricultural (2014).
- 1.4 My current role at Auckland Council is to provide reports and recommendations to Council Planners for land use applications that involve protected trees, peer review and determine resource consent applications that solely concern protected trees, provide specialist advice on major infrastructure projects, outline plans of works, and notices of requirement, and to prepare reports and technical memoranda as an arboricultural expert.

Involvement with Proposed (Private) Plan Change 92 - Wellsford North

- 1.5 I was engaged by Auckland Council on the 28th November 2023 to review the data from the applicant and to provide a response to any submissions following the initial review undertaken by Gavin Donaldson, Senior Arborist, who has since retired.

Expert Witness Code of Conduct

- 1.6 I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2014) and I agree to comply with it. I can confirm that the issues addressed in this Memo are within my area of expertise and that in preparing this Memo I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

2.0 Arboricultural Comments

- 2.1 The arboricultural assessment provided is still shown as a draft, and it also shows an area larger than what is shown in the other documents. I am assuming that is assessment is yet to be finalised.

- 2.2 Two of the trees assessed as potential notable trees appear to be no longer in the subject area. These are the two Norfolk Island Pine trees, No.3 & 4. These trees appear to stand within the road reserve and would be protected under chapter E17.
- 2.3 For a tree to be included as a notable tree it really has to be an outstanding specimen in a prominent location. Being a healthy tree that is a typical example of its species is usually not sufficient to meet the scoring required to be included as a notable tree. The two trees within the subject site, Pine tree (No.1) and Totara tree (No.2) are typical examples of their species and do not exhibit any features that make them outstanding. I would agree with the assessment provided that these trees would not meet the threshold to be included as notable trees.

3.0 Submissions relevant to arboriculture

- 3.1 With regard to the submissions. The only relevant category in the summary of submissions is Ecology. The summary has indicated there are two submissions that refer to the grove of Totara trees being specifically shown on the relevant plans. This group of trees has not been specifically referred to in the arboricultural assessment but have been referred to in the Section 32 Assessment Report. It appears that part of this group would still be protected under the plan change due to their proximity to a stream. I would agree that if the entire group is to be retained, then it should be specifically located on the precinct plan.

4.0 Conclusions

- 4.1 Generally the tree population on site appears to be fairly typical for a rural environment. There doesn't appear to be any significant trees worthy of inclusion as notable trees. Any existing trees and vegetation located adjacent to the streams will still be protected under the plan change.



Rhys Caldwell
Specialist Advisor – Arborist
Earth, Streams and Trees Specialist Unit
Regulatory Engineering and Resource Consents Department
Auckland Council

15 February 2024

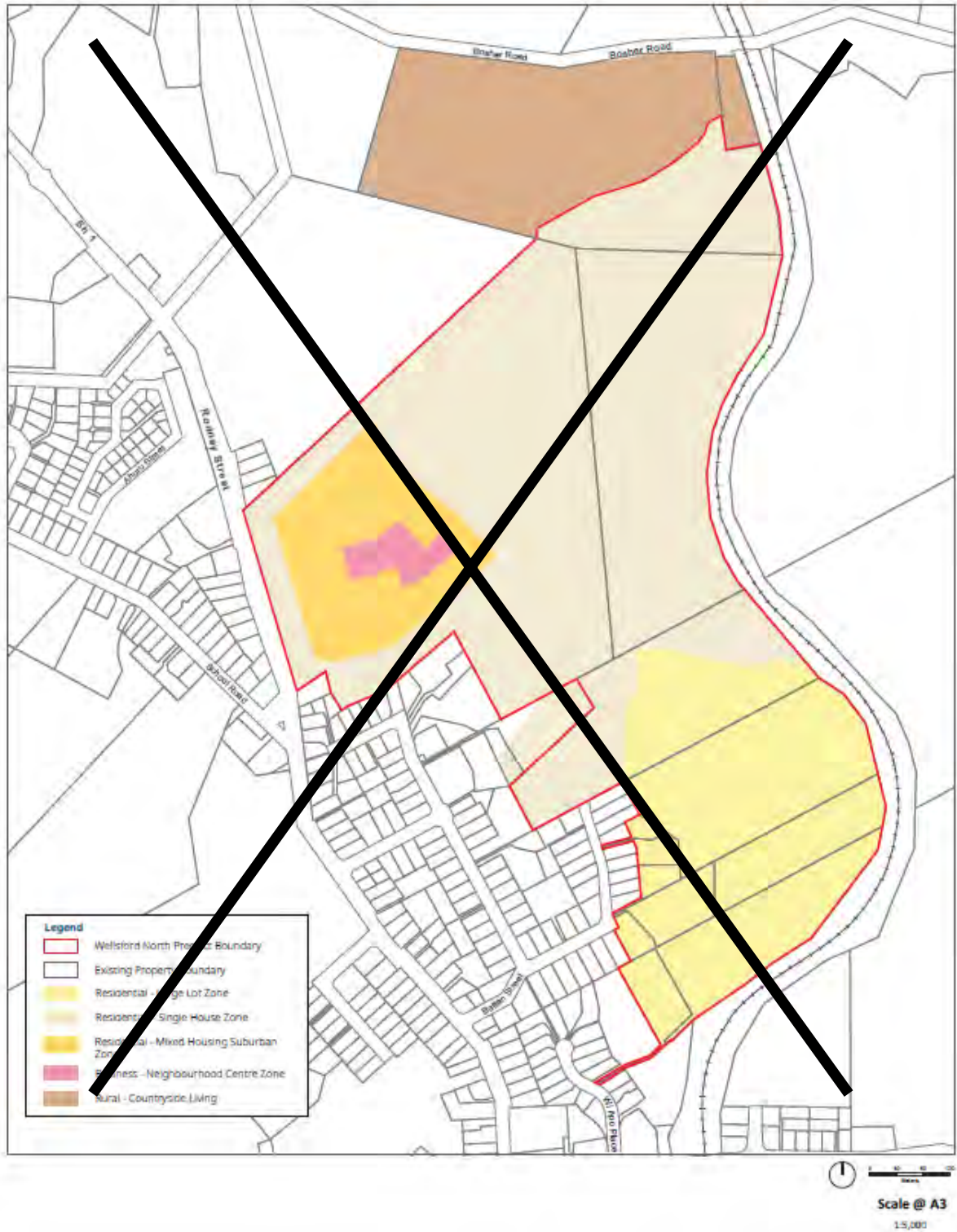
APPENDIX 4

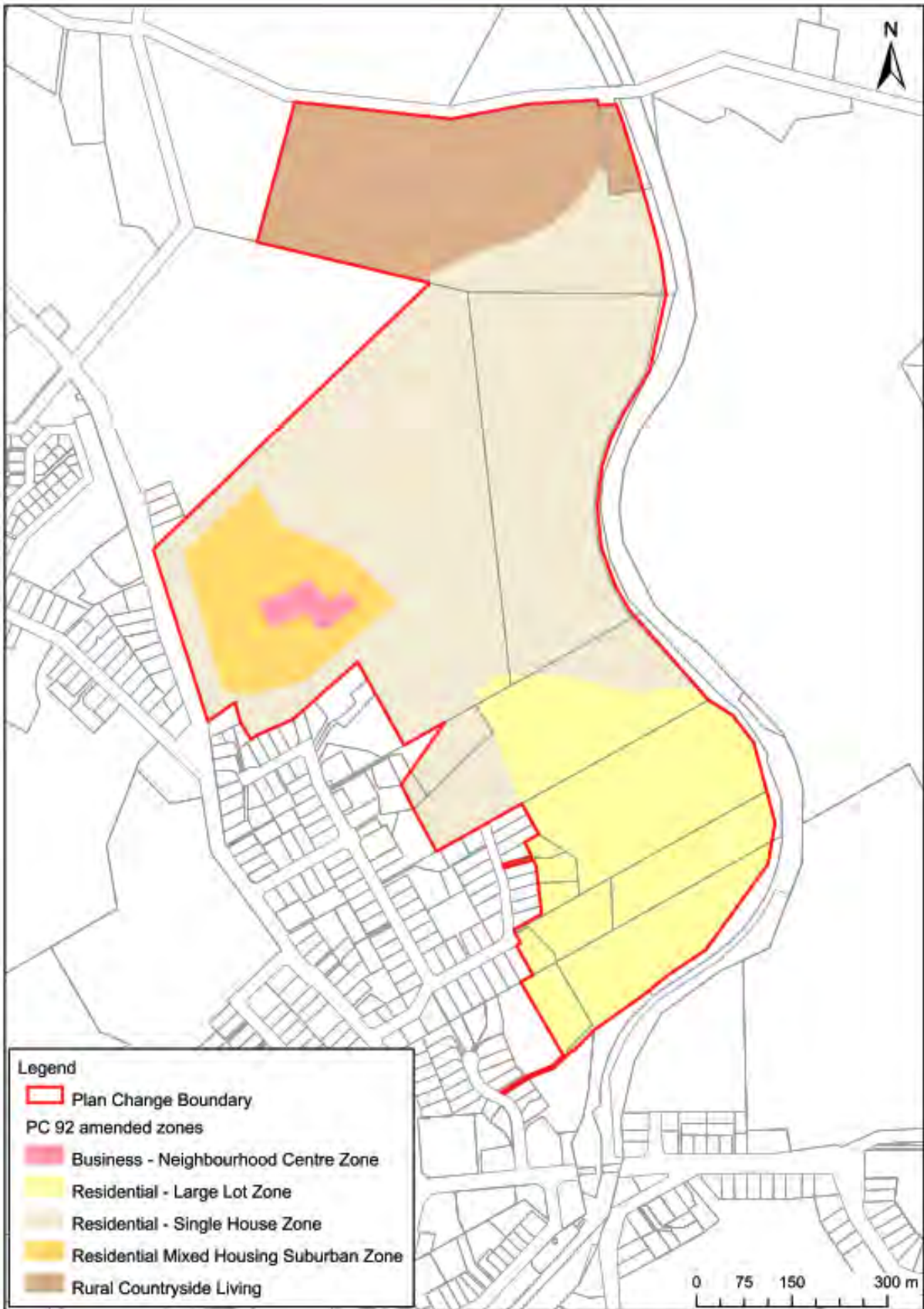
RECOMMENDED CHANGES TO PRECINCT

[NOTE: The minor reference and typology errors in the submission of the Wellsford Welding Club (#35) are recommended to be accepted and have been used as the base for further recommended changes]

IX. Wellsford North Precinct

Wellsford North Zoning Plan

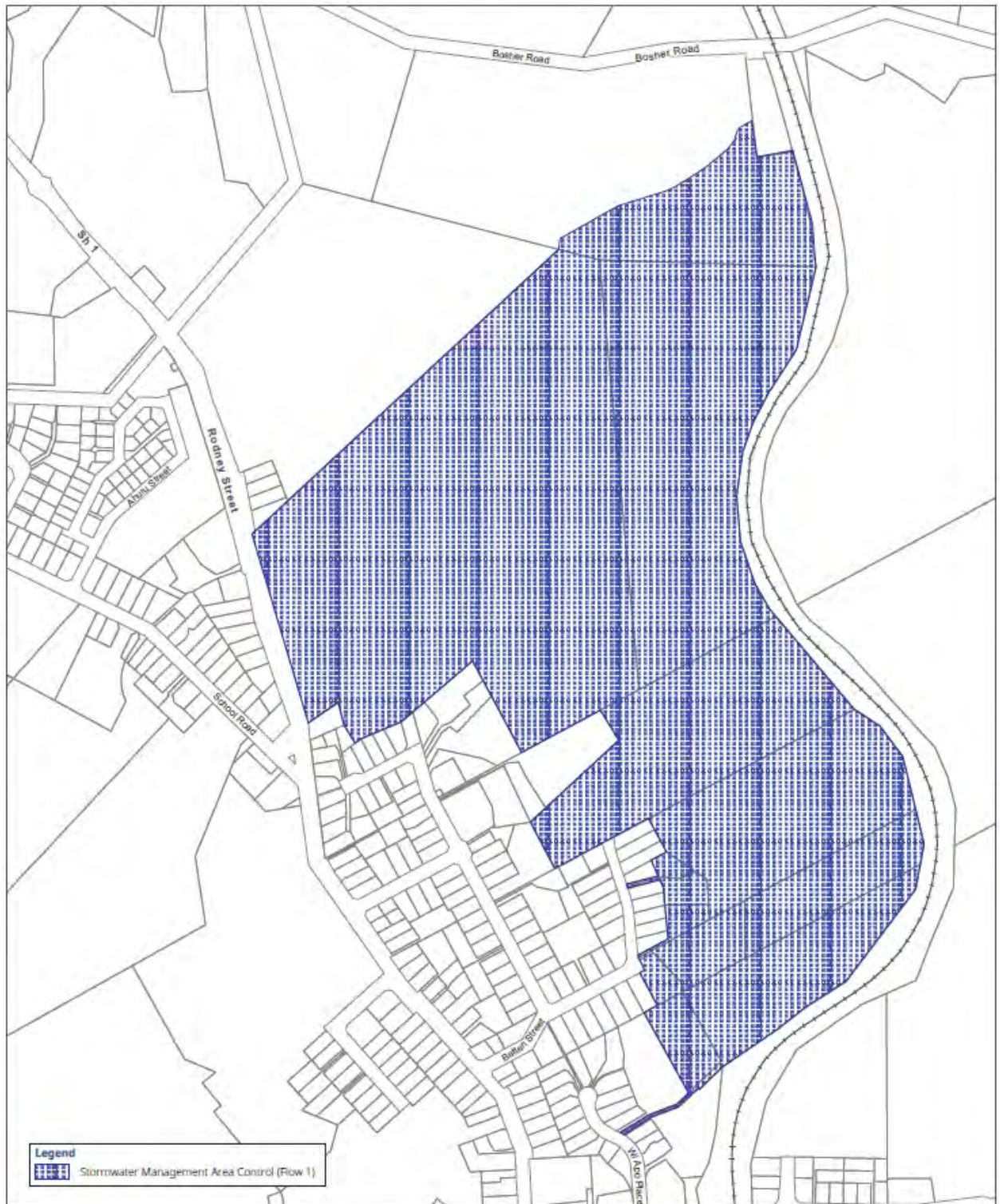




Wellsford North Precinct Plan



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 North Auckland Line runs the entire length of the Precinct's eastern boundary and State Highway 1 (Rodney Street) runs along a portion of the Precinct's western boundary. These corridors will be protected from reverse sensitivity effects by ensuring new buildings and activities are designed and located to manage any adverse effects.

Areas inside the Precinct that are within 100m of the North Auckland Line or 50m of State Highway 1 may experience vibration levels higher than would normally be experienced, and an alert area is shown on Precinct Plan 2.

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) Avoid ~~S~~subdivision and development ~~does not occur~~ in advance of the availability of wastewater, water supply, and operational transport infrastructure.
- (6) Subdivision and Ddevelopment is coordinated with the supply of sufficient stormwater, transport, water, energy and communications infrastructure.
- (7) Stormwater quality and quantity is managed to avoid, as far as practicable, or ~~otherwise~~ minimise or mitigate adverse water quality or flooding effects on the receiving environment.
- (8) ~~Identified~~ Existing ecological values within terrestrial wetland and stream habitats are protected, restored, maintained and enhanced.
- (9) Activities sensitive to noise adjacent to the rail or State Highway 1 (Rodney Street) corridors 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~~ corridors.
- (10) Adjacent building development is managed to minimise effects on the operation of the regionally significant North Auckland Railway Line and State Highway 1 (Rodney Street).

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 indicative collector road and indicative key local roads and active mode walking and cycling 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 retention of existing native vegetation within 20m measured from the edge of the stream and a minimum planted width of 20m around a wetland buffer (for clarity, this includes including the grove of Totara Trees);
 - (b) integrating with the stream, wetland, riparian margin, and wetland buffer 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 and avoid subdivision and development until adequate wastewater and water supply infrastructure is in place.
- (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 an approved 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 all impervious surfaces, 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, indigenous fauna habitat and biodiversity, including by providing planting on the riparian margins and wetland buffers of permanent and intermittent streams and wetlands.
- (11) Ensure that activities sensitive to noise adjacent to the railway or State Highway 1 (Rodney Street) corridors 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 corridors.

- (12) Ensure that adverse effects on the operation of the regionally significant North Auckland Line and State Highway 1 (Rodney Street), and on the health and safety of adjacent occupants is managed using performance standards.

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 with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC
(A32A)	Development that exceeds <u>a cumulative total of 750 dwellings (including on any land that is provided vehicle access from the Precinct along its northern boundary).</u>	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	⌀ <u>NC</u>
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 NC
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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.;

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 Policies IX.3(1), (2), (3), (4) and (8).
- Achieve the integration of land use and transport consistent with Policies ~~452.3~~ IX.3 (1), (2) (3), (4) (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~~ basis 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, enabled 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 (Rodney Street) intersection: <ul style="list-style-type: none"> • Right hand turn intersection with the main collector road and State Highway 1. • <u>Single lane roundabout.</u>
(b)	<u>Prior to any subdivision and / or development accessed via the main collector road / State Highway 1 (Rodney Street) intersection</u>	<u>Provision of a walking and cycling facility along State Highway 1 (Rodney Street) between the main collector road / State Highway 1 (Rodney Street) intersection and the underpass at Tobruk Road.</u>
(c)	<u>Any subdivision and/or development with frontage to State Highway 1 (Rodney Street)</u>	<u>Upgrade State Highway 1 (Rodney Street) frontage to urban standard consistent with Appendix 1: Road Function and Design Elements Table</u>

IX.6.21A-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.

IX.6.32. Water Supply and Wastewater

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.~~
- (1) Prior to the issuing of a certificate of title pursuant to s224(c) of the RMA for subdivision, all lots must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.
- (2) Prior to occupation, all buildings must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.

IX.6.43. Totara Grove and Riparian Margins

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

- (1) The totara grove and existing indigenous riparian or wetland buffer vegetation must be maintained and protected.
- (2) All other 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, and a minimum planted buffer width of 10m measured from the wetted edge of a wetland, provided that:
 - (a) This rule shall not apply to road crossings over streams;
 - (b) All pedestrian ~~W~~walkways and cycleways and recreational spaces must not be located within the 10m riparian and not locate within 10m of a wetland planting area;
 - (c) The totara grove and all other riparian margins and wetland buffer planting areas is are vested in Council and/or must be protected and maintained in perpetuity by an appropriate legal mechanism.
- (3) 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

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.
- (3) Roof runoff must be directed to a tank sized for the minimum of 5mm retention volume for non-potable reuse within the property.

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

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

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

Area	Minimum net site area
Single House Zone	300m ²

IX.6.87 Activities sensitive to noise within ~~60m~~ 100m of the rail corridor

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~~ 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.
 - (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.

~~**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 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).
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule ~~IX.6.8 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.6.8IX.6.14(1)~~.

IX.6.98 Building setback along the North Auckland Line

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~~ 10 metres from any boundary which adjoins the North Auckland Line.

IX.6.10 Activities sensitive to noise within 50m the State Highway corridor

Purpose: Ensure activities sensitive to noise adjacent to the State Highway 1 (Rodney Street) 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 state highway corridor.

- 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:
- An indoor design noise level of 40 dB LAeq(24hr) inside all habitable spaces.
 - Road-traffic vibration levels complying with Norwegian Standard - Class C of NS 8176E: 2005.
- b) If windows must be closed to achieve the design noise levels in condition (a), the building must be designed, constructed and maintained with a ventilation and cooling system. For habitable spaces the system must achieve the following:
- 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 LAeq(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 LAeq(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 LAeq(30s) when measured 1m away from any grille or diffuser.
- c) A design report prepared by a suitably qualified and experienced acoustics specialist must be submitted to the council demonstrating compliance with conditions (i), (ii) and (iii) 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.

Note: 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 Wellsford North Precinct be enforced, then the 50m effects area as mentioned in (a) above, would be reduced to 40m.

IX.6.11 Front yard

Purpose: To ensure a cohesive integration with existing character of development in Wellsford.

Minimum Depth 4m

IX.6.12 Garage Doors

Purpose: To ensure that garages do not unduly dominate the street frontage.

All garage doors must comply with the following:

1. A garage door facing a street must be no greater than 45 percent of the width of the front façade of the dwelling to which the garage relates.
2. Garage doors must not project forward of the front façade of a dwelling.
3. The garage door must be set back at least 5m from the site frontage. Minimum garage setback 5m.

IX.6.13 Height in relation to Boundary

Purpose: To ensure that smaller site sizes (e.g. 300m²) can be developed in a Single House typology.

Buildings must not project beyond a 45-degree recession plane measured from a point 3m vertically above ground level along side and rear boundaries.

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 State Highway 1 (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
- (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 Totara Grove and Riparian Margins:
- (a) Effects on water quality, indigenous fauna habitat and biodiversity, and stream habitat.
- (5) Infringements to Standard IX6.54 Stormwater Quality:
- (a) Matters of discretion E9.8.1(1) apply.
- (6) Infringements to Standard IX6.65 Subdivision of sites within the Large Lot Zone:
- (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:
- (a) Matters of discretion E38.12.1(7) apply.
- (8) Infringement of standard IX.6.87, IX.6.10 – Development Activities sensitive to noise within ~~60m~~ 100m of the rail corridor and within 50m of State Highway 1 (Rodney Street)
- (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway or state highway 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 for the future indicative cycling connection (shown on Precinct Plan 1) or existing cycling facility if already constructed.

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 and cyclable 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 Rodney 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;
- (h) Whether subdivisions maximise open space edge road frontage to reserves and riparian margins.

Stormwater and flooding

- (i) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14).
- (j) 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.
- (k) Whether the proposal ensures that subdivision and development manage stormwater discharge effects (including cumulative effects) downstream of the precinct so that flooding risks to people, property, and infrastructure are not increased for all flood events, up to a 1% AEP flood event.

Landscape Buffer

- (l) 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 State Highway 1 (Rodney Street) and development within the Wellsford North Precinct. As a guide the landscape buffer strip should be a minimum of ~~5m~~ 10m in width.
- (2) Development that exceeds 750 dwellings:
- (a) A proposal that exceeds a cumulative total of 750 dwellings within the Precinct (including any land that is provided vehicle access from the Precinct along its northern boundary) shall 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 (Rodney Street), and the intersection of Batten Street 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~~ Warkworth to Wellsford Motorway (designated on land approximately 2km east of the Precinct) 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 Totara Grove and Riparian Margin Planting:
- (a) Whether the infringement is consistent with Policy IX.3(110).
 - (b) Whether green corridors and fingers for linkages are incorporated into the development layout to provide recreational, ecological, landscape and amenity benefits.
- (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:
- (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:
- (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.
- (8) Infringement of standard IX.6.87 and/or IX.6.10 Activities sensitive to noise within 60m 100m of the rail corridor or within 50m of the state highway corridor.
- (a) Whether activities sensitive to noise adjacent to the railway or state highway corridors are designed to protect people’s health and amenity while they are

indoors, and whether such activities unduly constrain the operation of the railway or state highway corridors. 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 or state highway corridors;
- (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 or road noise expert, ~~and~~ KiwiRail and Waka Kotahi (NZTA).

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

- (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.
- (b) The effect on the ability to provide a connected and safe cycling connection, including connections to the wider transport network.

IX.9 Special information requirements

(1) Riparian and wetland margin planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream and/or wetland must be accompanied by a riparian planting plan identifying the location, species, planter bag size, ~~and~~ density of the plants, and site preparation (including weed and pest animal control). Plant species ~~should~~ must be predominantly native and ecologically appropriate to the site, and follow the planting standards of Te Haumanu Taiao.

(2) Consultation with KiwiRail and/or Waka Kotahi (NZTA)

Activities sensitive to noise proposed within ~~60m~~ 100m of the rail corridor or 50m of the State Highway corridor which infringe Standard IX.6.87 or

IX6.10 and/or buildings proposed within ~~5m~~ 10m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.945:

- ~~a) Evidence of consultation with KiwiRail and its responses to that consultation.~~
- a) Evidence of consultation with KiwiRail (for the rail corridor) or Waka Kotahi (NZTA) (for SH1) and any 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.

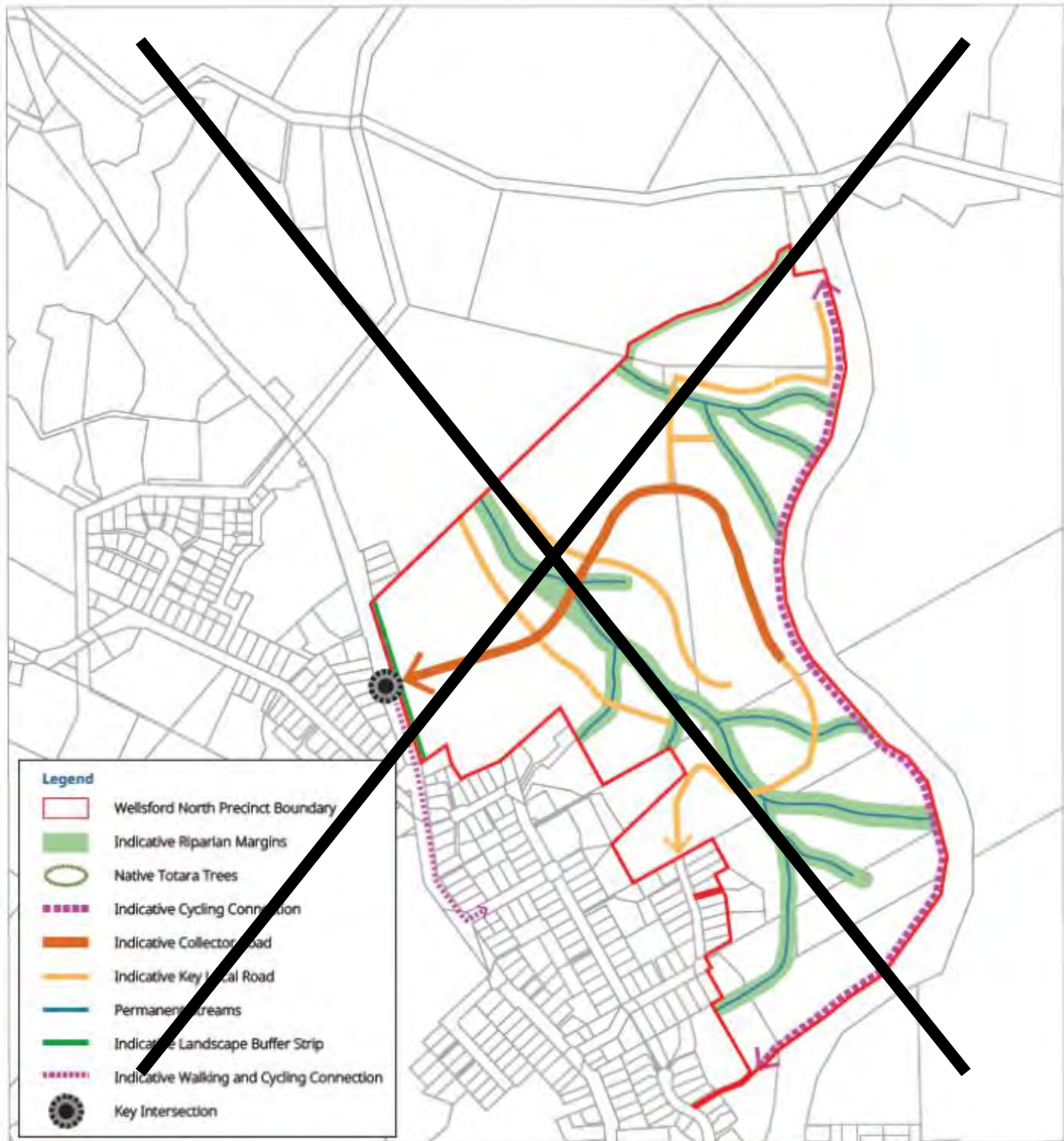
In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

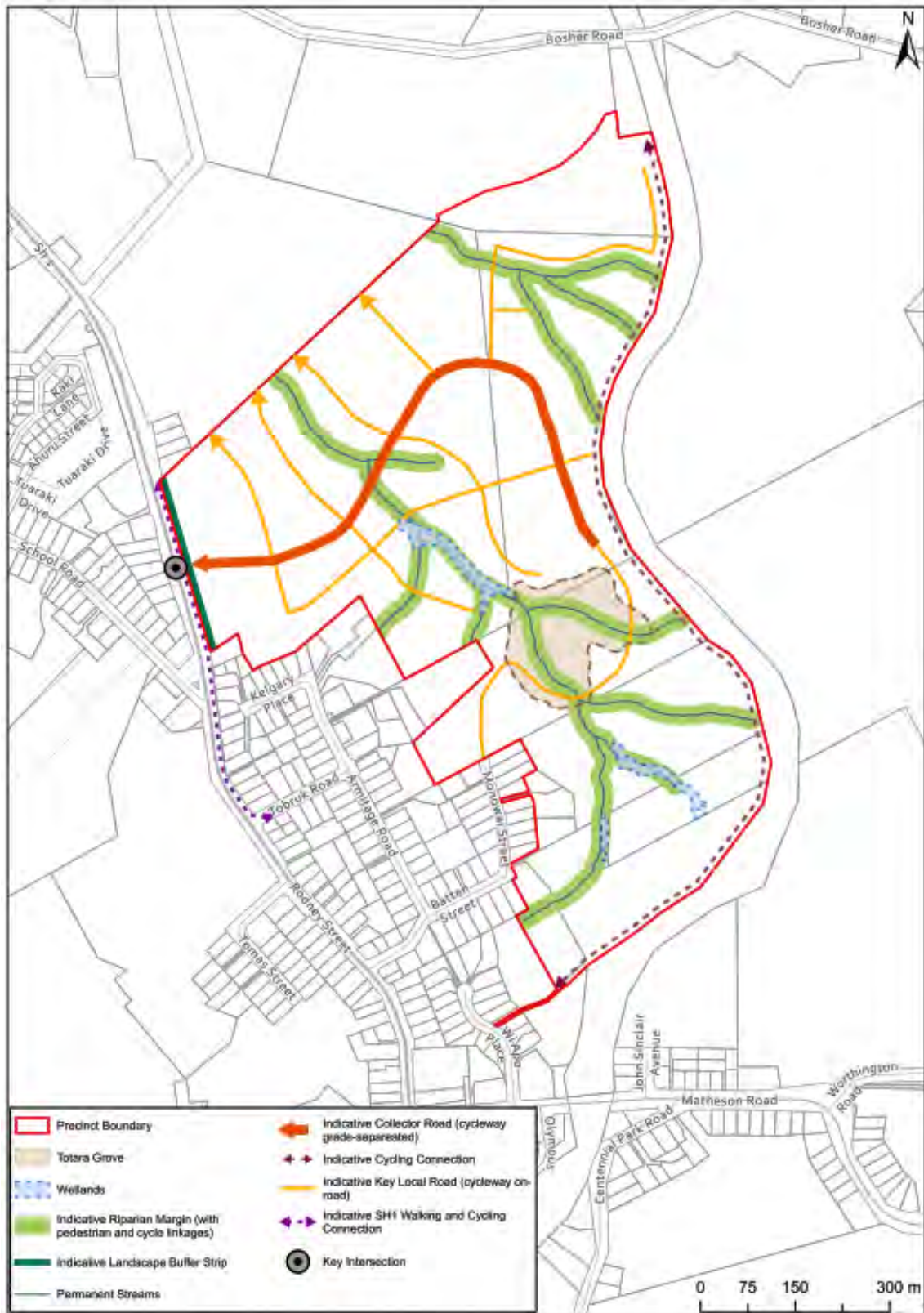
(4) Site Specific Watercourse Assessment

An application for any land modification, subdivision or development which adjoins a permanent or intermittent stream must be accompanied by a Site Specific Watercourse Assessment prepared by a suitably qualified person. The assessment must include a stream reach assessment identifying any erosion hotspots, stream bank erosion and appropriate erosion mitigation measures.

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 <u>Yes</u>	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

<u>State Highway 1 (Rodney Street) – frontage to precinct</u>	<u>Arterial</u>		<u>2</u>	<u>50</u>	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	<u>Frontage side only</u>	<u>Frontage side only</u>

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



APPENDIX 5

SUBMISSIONS AND FURTHER SUBMISSIONS

PRIMARY 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)

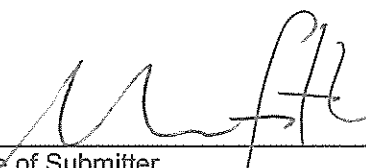
I seek the following decision by Council:

- 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 Posters
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.

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.

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: robym1@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

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, barely 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. 4.2

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:

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

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: 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

5.1

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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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:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

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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: 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, 7.2

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

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

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 7.2

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. 8.2
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. 8.2
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.

- 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. 8.3
- 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. 8.4
- 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. 8.5

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:

0910772762

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 on 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 distorts 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)

10/10/93
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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 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



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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) PAUL NICHOLAS WARREN JONES

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

Address for service of Submitter
66 WHARFE ROAD, R.D.S 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 requirement by Auckland Council and the District Plan 10.3

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation | 10.1
- Accept the proposed plan change / variation with amendments as outlined below | 10.2
- 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

Paul Wilson
 Signature of Submitter (or person authorised to sign on behalf of submitter) _____ Date _____

Notes to person making submission:
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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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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:

0211078795

Email:

phatsoo+hubell-cow

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) Wellisford 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:

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:
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 If you could gain an advantage in trade competition through this submission please complete the following:

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(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, 12.2

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

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, 13.2

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

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

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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, 14.2

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

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 5.2 sites (1000m²) within the SHZ.
LLZ to be reduced to 3000m²
SHZ to 300m²

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 5.2 radius around Wellsford needs to be Rezoned for residential housing and development.

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 15.1 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 - 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 16.2
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

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 16.1

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 - 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. 17.2

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". 17.3

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@windowslive.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 18.2 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

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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.

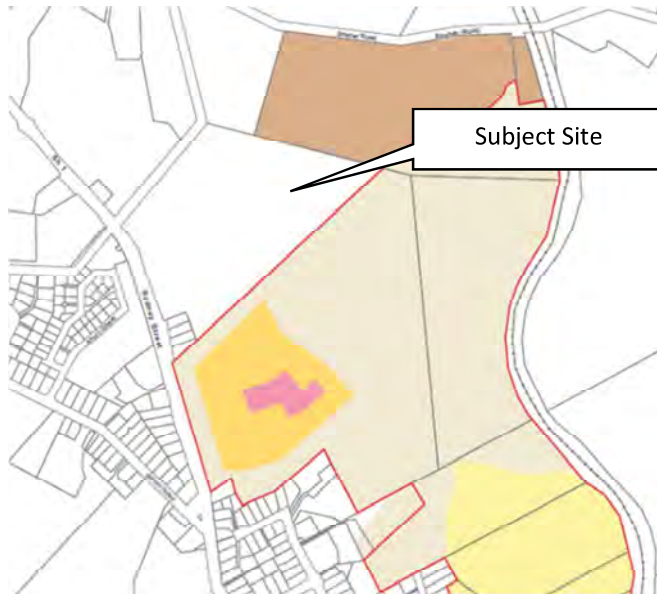


Figure 1: Location Plan / Proposed Zone Plan (Source: PC92 Private Wellsford North Precinct IX. Wellsford North Precinct)

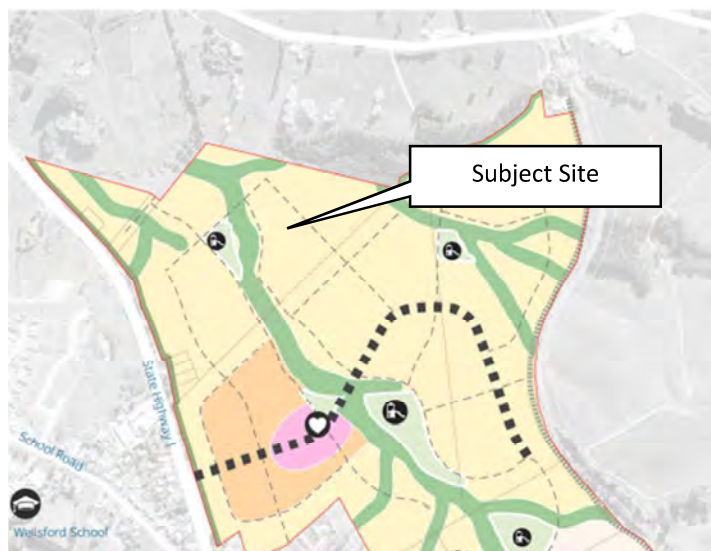


Figure 2: Location Plan / Structure Plan (Source: PC92 Wellsford North Structure Plan prepared by B&A)

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.

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 ; 19.2
 - 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; 19.3
 - d. stormwater management and mitigation is retained as proposed; and 19.4
 - e. any consequential text or zone changes to grant the relief sought are also made. 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. 20.2
- 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 20.2 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 20.1 requested

Details of amendments: Amendment to proposed-neighbourhood centre (0.09ha) servicing the day 20.2 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 21.1 requested

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

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

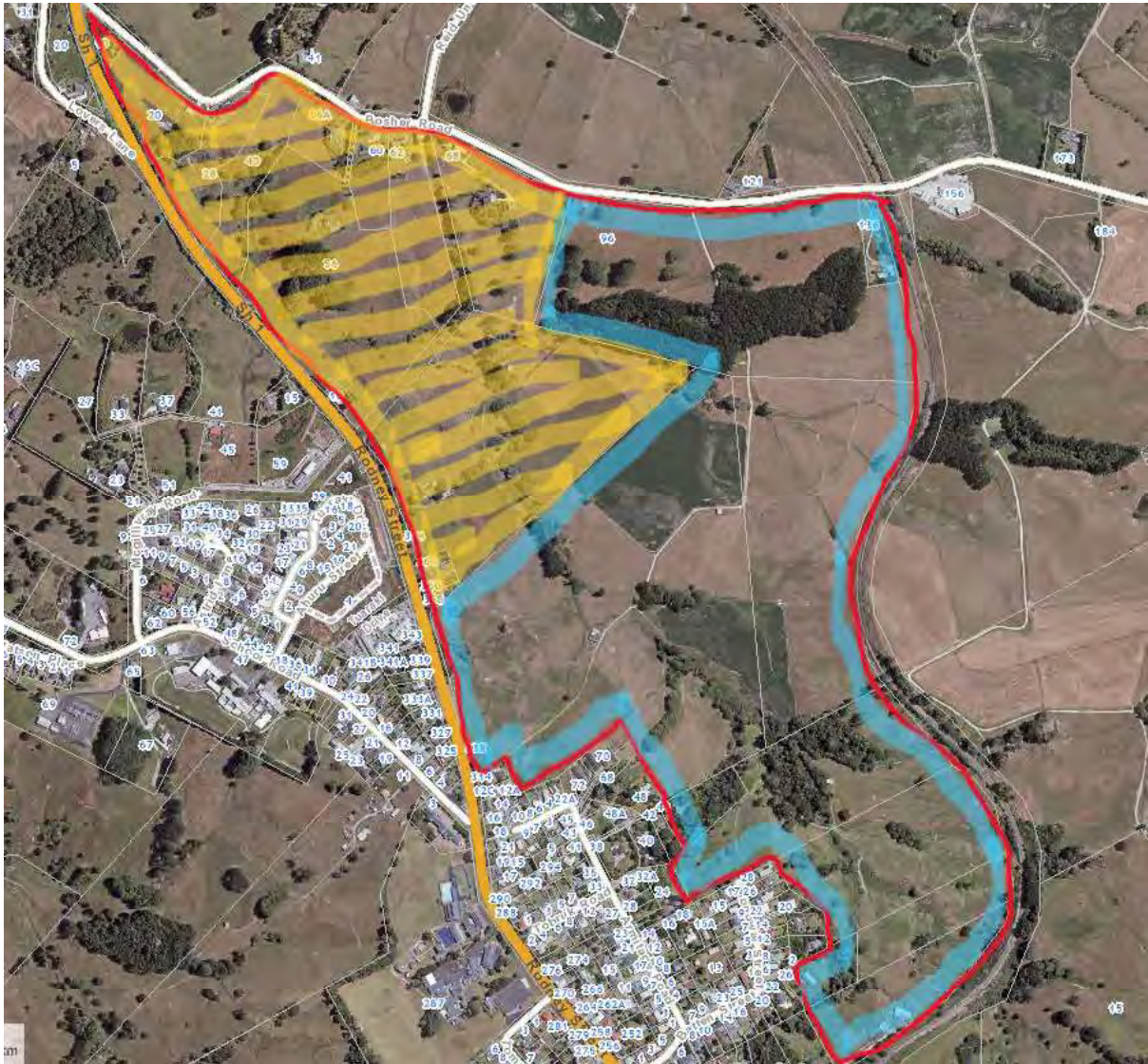
I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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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 22.2 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 22.3 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.

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, 23.2

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

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 23.1 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 - 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, 24.2

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

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 24.1 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 - 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, 25.2
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

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 25.1 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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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, 26.2

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

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,

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

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 27.1 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 - 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@northernhynes.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
LLZ to be reduced to 3000m² and additionally, 28.2

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

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 28.1 requested

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

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and, 29.2

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

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 29.1 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 - 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 30.2

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

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 30.1 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 - 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

LLZ to be reduced to 3000m² and additionally, 31.2

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

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, 32.2
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

The reason for my or our views are:
People need options and opportunities when moving into an area or town. Wellsford is lacking both. 32.2
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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our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this 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 - 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. 33.2
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. 35.1

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 overs 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

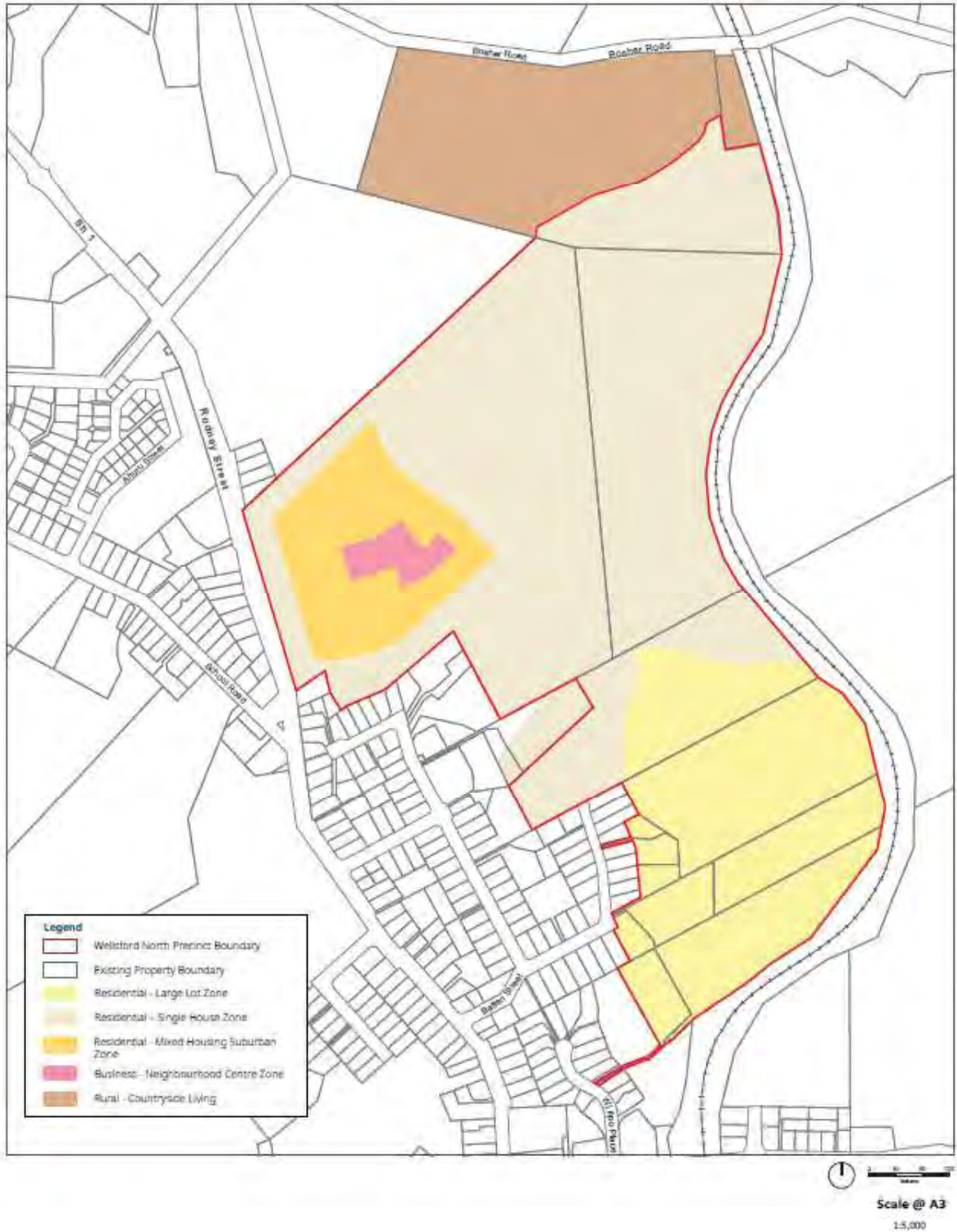
Wellsford Welding Club seeks the following relief from Auckland Council (or other relief or other consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission):

- a) Amend the Wellsford North Precinct as per the amendments set out within **Attachment A**. 35.2

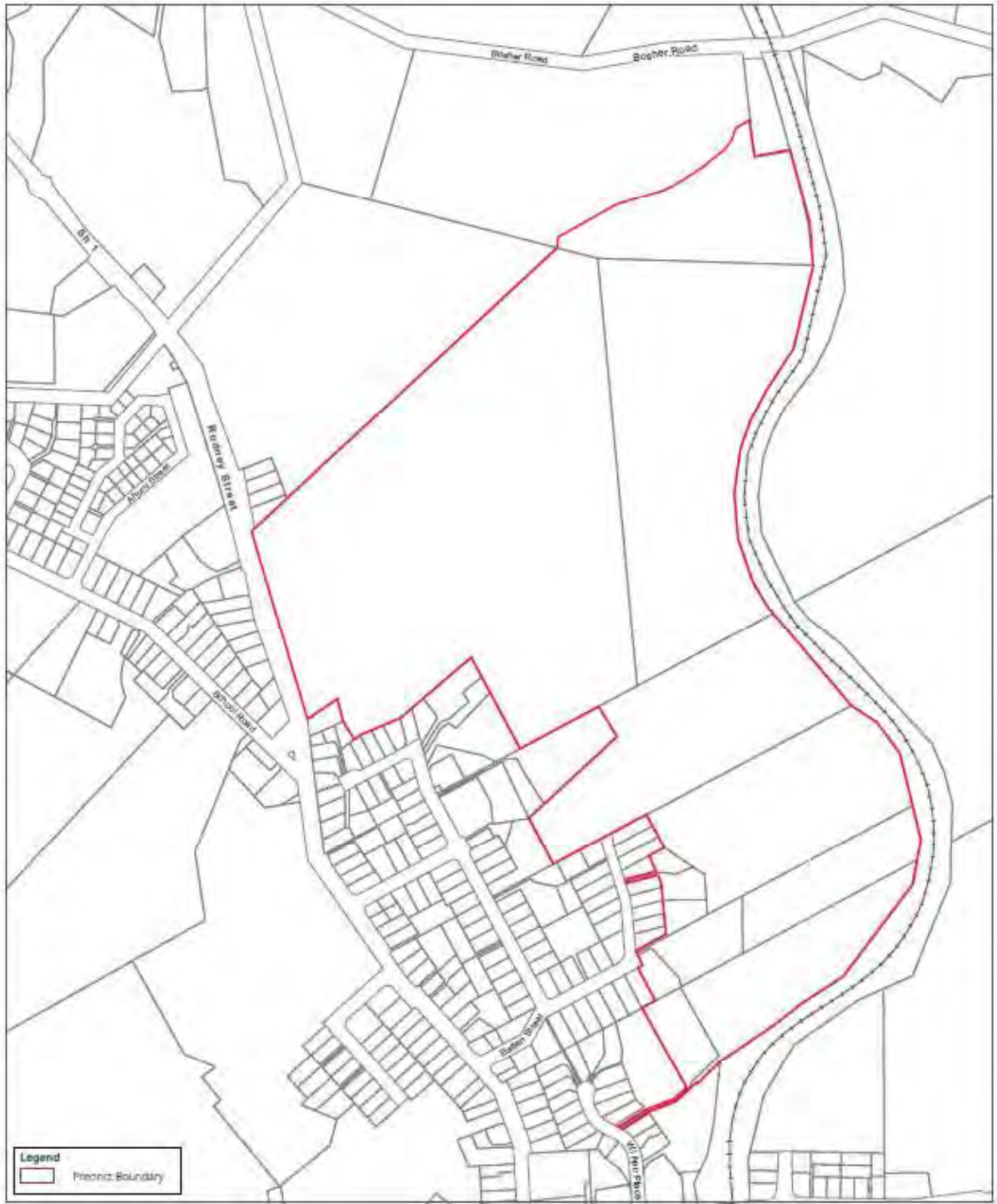
Wellsford Welding Club wishes to be heard in support of this submission. If others make a similar submission Wellsford Welding Club will consider presenting a joint case with them at the hearing.

IX. Wellsford North Precinct

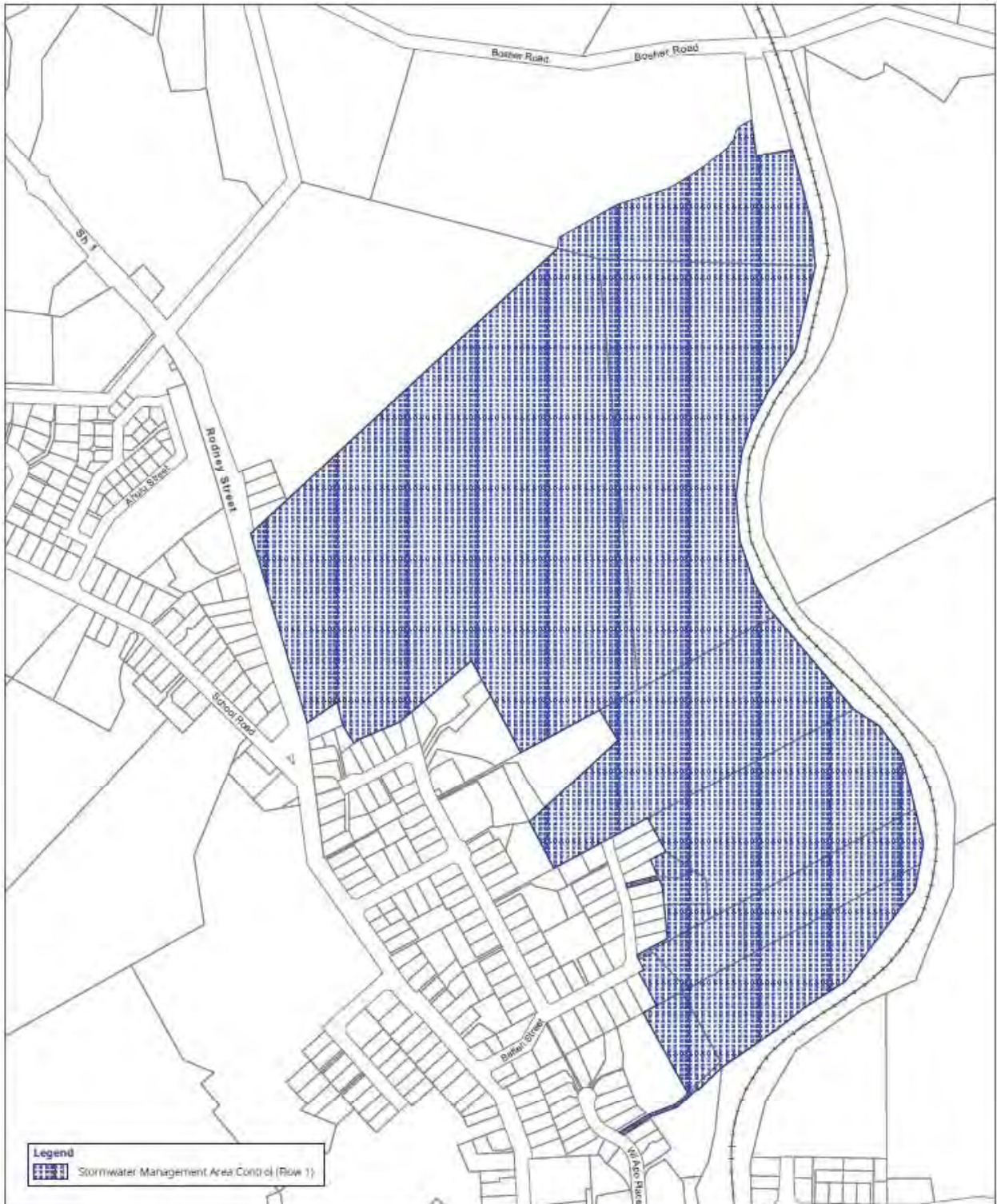
Wellsford North Zoning Plan



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 35.2

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	35.2
(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	35.2
(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	

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 35.3

(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.~~ 35.4
- 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).~~ 35.4

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.

35.9

Table IX.6.65.1 Minimum Net Site Area within Large Lot Zone

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

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.

35.10

Table IX.6.76.1 Minimum Net Site Area within Single House Zone

Area	Minimum net site area
Single House Zone	300m ²

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.

35.19

(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 35.20

- (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

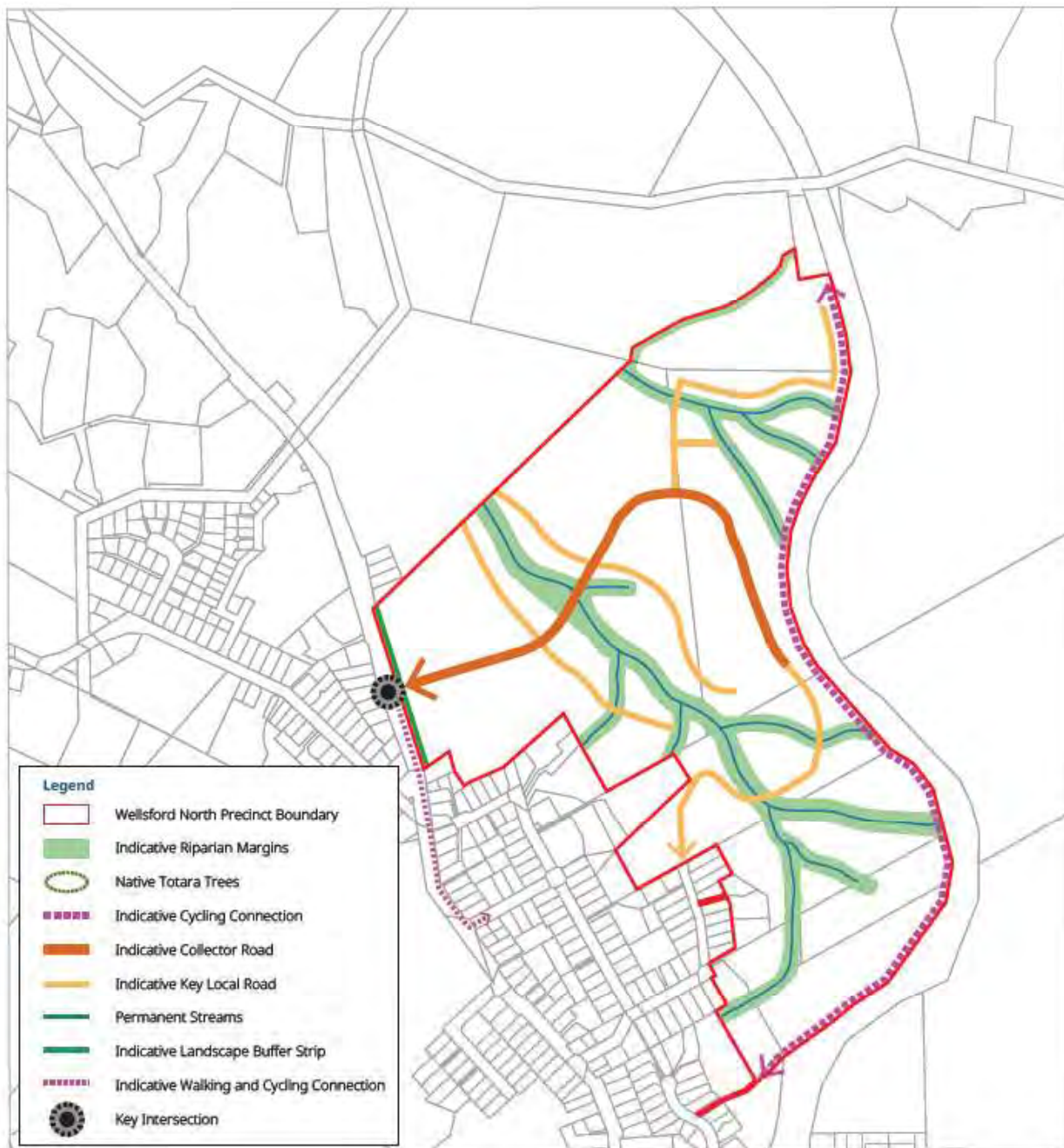
Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a

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





Level 5, AON Building
 Customs Street West
 Private Bag 106602
 Auckland 1143
 New Zealand
 T 64 9 969 9800
 F 64 9 969 9813
www.nzta.govt.nz

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.

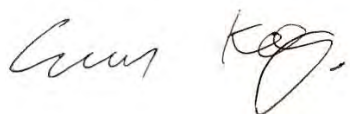
To deliver on Government Outcomes (including NPS-LD, GPS), Waka Kotahi has developed and is developing a number of strategies and plans relevant to achieving integrated planning outcomes, including Arataki – Our 30-year Plan, Toitū Te Taiao – Our Sustainability Action Plan, and our Urban development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

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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> <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>	<p>Provide clarification as to why Lot 1 DP 69586 and Pt Allot 117A Psh Of Oruawhoro SO 7143 are not included in the structure plan or proposed precinct provisions.</p> <p>Retain the proposed Business - Neighbourhood Centre Zone.</p>
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>	<p>Amend the Section 32 Assessment to include an assessment against the ERP.</p>
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>	<p>Undertake an assessment of the PPC against the FDS.</p>
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>	<p>Undertake an assessment of the PPC against the FDS.</p>

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		<p>the associated change in timing, including infrastructure planning and delivery should be made.</p>	
<p>5</p>	<p>Integrated Transportation Assessment (ITA), Proposed Precinct Provisions and Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct</p>	<p>Walking and cycling 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. 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. 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>	<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.</p>
<p>6</p>	<p>ITA and Entire Plan Change</p>	<p>Proposed Intersection 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: “Construct Upgrade to the main collector road and State Highway 1 intersection: • Urban roundabout Right-hand turn intersection with the main collector road and State Highway 1”.</p>
<p>7</p>	<p>ITA</p>	<p>Bosher Road It is uncertain whether the properties that have frontage to Bosher Road (Lot 1 DP 69586 and Pt Allot 117A Psh Of Oruawaharo 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>	<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.</p>

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		<p>Bosher Road/SH 1 Intersection will be required and should be included in the ITA.</p>	
<p>8</p>	<p>ITA</p>	<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>	<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.</p> <p>36.9</p>
<p>9</p>	<p>ITA</p>	<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>	<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.</p> <p>36.10</p>
<p>10</p>	<p>Proposed Precinct provisions</p>	<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. <p>36.11</p>

mitigations to manage noise effects resulting from the normal operation of the state highway.

- Road-traffic vibration levels complying with class C of NS 8176E: 2005.
- 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:
 - 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.
- 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".

*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.

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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. 37.1

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. 37.1

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
		<p>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.</p>	
Acoustic mitigation from traffic noise	Oppose	<p>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.</p>	<p>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.</p>
Zoning	Oppose	<p>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>	<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>
IX.2 Objective 4	Support	<p>Objective 4 is consistent with integrating subdivision and development with effective, efficient and safe transport.</p>	<p>Retain Objective 4</p>
IX.2 Objective 5	Support	<p>The outcome sought in Objective 5 is critical to integrating subdivision and development with transport infrastructure.</p>	<p>Retain Objective 5</p>
IX.2 Objective 9	Support in part	<p>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>	<p>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.'</p>
IX.2 Policies 1 to 4	Support	<p>Policies 1 to 4 are needed to ensure and require appropriate transport infrastructure to be provided to service subdivision and development.</p>	<p>Retain Policies 1 to 4</p>

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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 or arterial roads 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 development</u> with transport upgrades'.	Amend the heading of Standard IX.6.1 to read 'Staging of <u>subdivision and development</u> 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
Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct	Support in part	<p>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.</p> <p>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>	<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	<p>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.</p>	<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) to be constructed prior to any subdivision and / or development.</p>
IX.6.1A Road Design	Support	<p>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.</p>	<p>Retain Standard IX.6.1A Road Design</p>
IX.8.1 Matters of discretion (1)	Support in part	<p>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.</p>	<p>Retain IX.8.1 Matters of discretion (1)</p>
IX.8.1 Matters of discretion (3)	Support in part	<p>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.</p>	<p>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).'</p>
IX.8.2 Assessment criteria (1)(a)(iii)	Support in part	<p>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.</p>	<p>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 and / or to adjacent land zoned Future Urban'.</p>

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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 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 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	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. 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	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
IX.10 Precinct Plans Precinct Plan 1 - Indicative Road and Open Space Network	Oppose in part	<p>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.</p> <p>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.</p>	<p>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).</p> <p>Amend precinct provisions to require local roads to be constructed within the precinct to connect at these points.</p>
Appendix 1: Road Function and Design Elements Table	Oppose in part	<p>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.</p> <p>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.</p>	<p>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.</p>
Appendix 2: Indicative Rodney Street Roundabout Design	Oppose	<p>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).</p>	<p>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.</p> <p>In the alternative, if the first request is not granted, then amend the precinct provisions to protect land for a future intersection upgrade.</p>

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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.

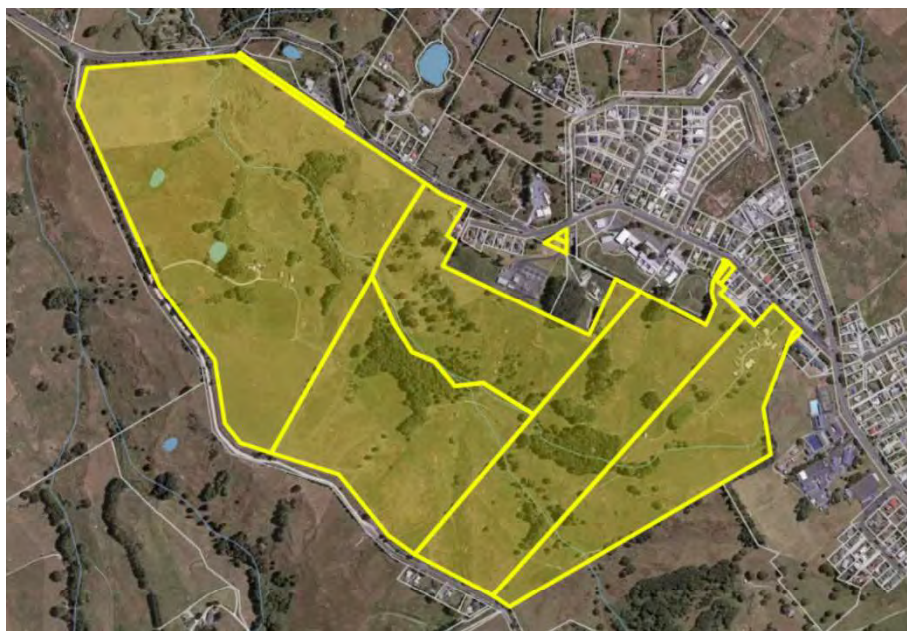


Figure 1 : Aerial Photograph of Ellper Holdings Land

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. 38.1

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.

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.

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.

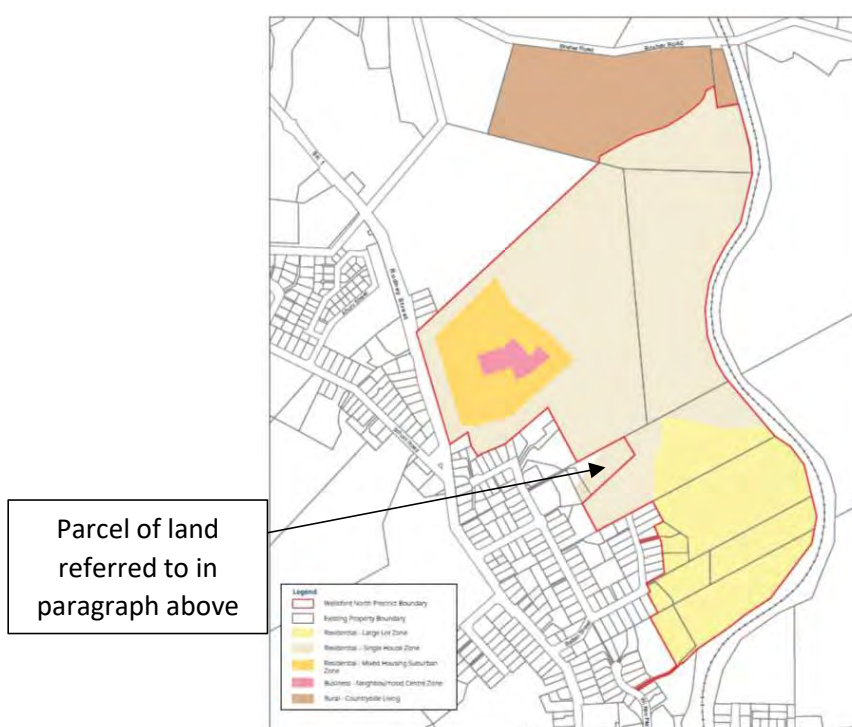
3.4 Rezoning to Countryside Living

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.

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.

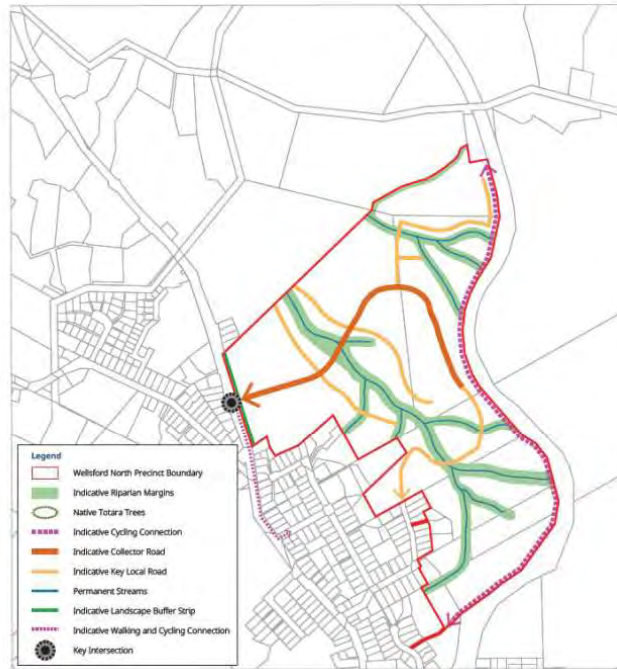
There are no open space or reserve networks identified on the zoning plan therefore leaving the provision of such to resource consent application stage. I do not consider that the proposed plan provisions are robust enough to ensure a high-quality open space and reserve network is achieved; the provisions 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.

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 purchases not being aware of the limitations on their land and the extra expense require to mitigate against noise.

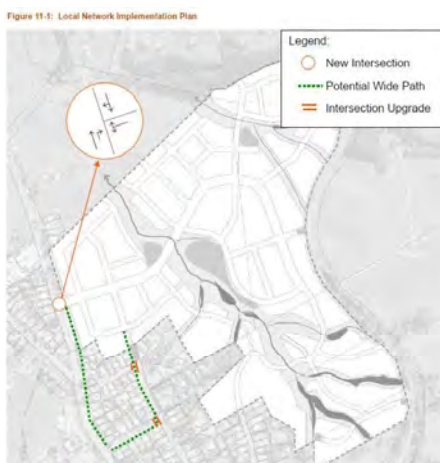
If like the provisions suggest, that windows must be closed to achieve the design noise levels in the standards, one must question whether this is the correct zoning for this land. Perhaps a less sensitive urban zoning, such as industrial or commercial would be more appropriate in this location or specific 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. Objective 6 should refer to subdivision and development.

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	Activities, development or subdivision, enabled 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.6.1A 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.

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:

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.

Legend

- | | |
|------------------------|--|
| 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 |



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

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.

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.

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. 39.1

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

- *Objectives:*
(10) Development is supported by educational facilities. 39.4
- *Policies:*
(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.

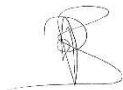
KiwiRail opposes PC92, unless the matters raised in this submission are appropriately addressed to ensure that any adverse effects of the proposal on the transport network can be 40.1 adequately avoided or mitigated.

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>
IX.2 (9) Objectives	Support	Kiwirail supports Objective 9 as it supports the acoustic standard in IX.6.7.	Retain as proposed
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.	Amend by adding new Objective (xx) Adjacent building development is managed to minimise effects on the operation of the regionally significant North Auckland Railway Line.
IX.3 (11) Policies	Support	Kiwirail supports Policy 11 which addressed acoustic attenuation measures.	Retain as proposed.
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'	Amend by adding 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.
IX.6.7 Activities sensitive to noise within 60m of the rail corridor	Support with amendment	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. 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.	Amend standard IX.6.7 as follows IX.6.7 Activities sensitive to noise within 60m 100m of the rail corridor Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential

40.2

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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)
IX.6.8 Building setback along the North Auckland Line	Support	<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>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 60 100 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.</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>(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> <ol 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>(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).</p> <p>(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(4).</p> <p>Retain as proposed.</p>
			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)
IX.8.1 (8) – Infringement of standard IX.6.7 Development within 60m of the rail corridor	Support with amendment	<p>enjoyment and maintenance of buildings on adjacent properties and activities within the operational rail corridor.</p> <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>40.9</p> <p>(8) Infringement of standard IX.6.7 – Development Activities sensitive to noise within 60m 100m of the rail corridor</p> <p>(a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.</p>
IX.8.1 (9) – Infringement of standard IX.6.8 Building setback along the North Auckland Line	Support	<p>KiwiRail support the matter of discretion (a) as it this supports the operation of the railway corridor.</p>	<p>40.10</p> <p>Retain IX.8.1 (9) (a) as proposed.</p>
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>40.11</p> <p>(8) Infringement of standard IX.6.7 –Activities sensitive to noise within 60m 100m of the rail corridor</p> <p>(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:</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>
IX.8.2 (9) Infringement of standard IX.6.8 Safe operation of the North Auckland Line	Support with amendment	<p>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>	<p>40.12</p> <p>(9) Infringement of standard IX.6.8 Safe-operation Building setback along 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> <p>(iii) any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Auckland Line; and</p>



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)
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>(iv) Any implications arising from advice from KiwiRail</p> <p>(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.</p> <p>a) Evidence of consultation with KiwiRail and its responses to that consultation</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

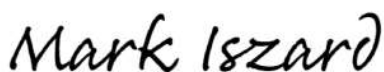
- 3.1. Watercare seeks a decision that ensures that the water and wastewater capacity and servicing requirements of the Plan Change will be adequately met, such that the water and wastewater related effects are appropriately managed.
- 3.2. On the basis that:
 - a) future upgrades to the Wellsford WTP and WWTP can accommodate the proposed Plan Change, 41.2
 - b) a satisfactory funding arrangement can be reached between Watercare and the Applicant to accommodate the Plan Change in future treatment plant upgrades, 41.3
 - c) precinct provisions require adequate water supply and wastewater servicing be provided prior to subdivision and development, and 41.4
 - d) the upgrade of the local water supply and wastewater network can be addressed at the resource consent stage, 41.5

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

LLZ to be reduced to 3000m² and additionally,

CSLZ minimum average net site area reduced to 1 hectare and, 42.2

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

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, 44.2
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

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

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 45.1

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. 45.2

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, 46.2
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

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 46.1 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 - 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, 47.2

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

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. 47.3

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

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.

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

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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; 48.2
 - 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. 48.3
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.



.....
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. 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>

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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 <u>two 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</u> and the proposed collector road, to provide for</p>

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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>

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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 existing planned 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 unduly 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 unduly 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.
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.
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 IX.2. 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

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
9.	IX.3.	Policy (5)	Oppose	<p>rail corridors should be managed separately via designation conditions by the Requiring Authority for the rail corridors.</p> <p>Kāinga Ora seeks to delete this policy, consistent with its request to re-zone the land to Residential – Mixed Housing Urban Zone.</p>	<p>in a way which does not unduly constrain the operation of the railway corridor.</p> <p>Delete IX.3. Policy (5) as follows:</p> <p>(5)</p> <p>(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.</p>
10.	IX.3.	Policy (6)	Support in Part	<p>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</p>	<p>Amend IX.3. Policy (6) as follows:</p> <p>(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 Wellford North, including by:</p> <p>(a) incorporating distinctive site features, including retention of the grove of Totara Trees <u>as shown in IX.10.1 Wellford North: Precinct Plan 1</u>;</p>

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
11.	IX.3.	Policy (7)	Oppose	<p>and that corresponding rules should be introduced to give effect to this Policy.</p> <p>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.</p>	<p>(b) integrating with the stream network to create a green corridor.</p> <p>Introduce a rule within the precinct to give effect to the amended policy as sought by Kāinga Ora</p> <p>Delete IX.3. Policy (7) as follows:</p> <p>(7) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.</p>
12.	IX.3.	Policy (9)	Support in Part	<p>Kāinga Ora does not believe that inert building materials should be a matter considered under the RMA 1991 as aforementioned.</p>	<p>Amend IX.3. Policy (9) as follows:</p> <p>(9) Require subdivision and development to be consistent with the treatment train approach outlined in a supporting stormwater management plan including:</p> <p>(a) The use of inert building materials to eliminate or minimise the generation and discharge of contaminants</p> <p>(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;</p>

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
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).	<p>(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.</p> <p>Delete IX.3. Policy (11) as follows:</p> <p>(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.</p>
14.	IX.4.	Activity table	Support in Part	<p>Kāinga Ora considers that IX.4.1(A1) is addressed through existing AUP chapters including the underlying zone and subdivision chapters.</p> <p>Kāinga Ora questions how IX.4.1(A2A) would be interpreted and calculated. It also questions the</p>	<p>Amend IX.4. Activity table as follows:</p> <p>IX.4. Activity table</p> <p>All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is otherwise listed in Activity Table IX.4.1 below.</p> <p>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.</p> <p>Table IX.4.1 Activity table</p>

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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>	<p>Activity</p> <p>Development</p> <p>(A1) New buildings and development prior to subdivision, including private roads RD</p> <p>(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) Development that exceeds 750 dwellings RD</p> <p>(A2A) Development that exceeds 750 dwellings RD</p> <p>(A2B) Development that does not comply with Standard IX6.1A Road Design RD</p> <p>(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</p> <p>Subdivision</p> <p>(A4) Subdivision, including private roads RD</p>

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>(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:</p> <p>(a) Upgrades in rows (a)</p> <p>(A5) Subdivision that does not comply with Standard IX.6.1A Road Design</p> <p>(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</p> <p>NC</p> <p>RD</p> <p>D</p>
15.	IX.5.	Notification	Oppose	Kāinga Ora notes that the proposed notification clauses duplicate that of the existing AUP and therefore seeks its deletion.	<p>Delete IX.5. as follows:</p> <p>IX.5 Notification</p> <p>(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</p>

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
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>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> <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.(6) Policies 452.3(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>

48.19

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> <ul style="list-style-type: none"> 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 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: <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 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:

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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)(e) 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) 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>

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
18.	IX.6.3.	Riparian Margin	Support in Part	<p>in this proposed precinct chapter.</p> <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>provided at the time of subdivision or development.</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>

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ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
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.	<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> <p>Delete Standard IX.6.4.(2) as follows:</p> <p>(2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and speuting building materials that avoid the use of high contaminant yielding building products which have:</p> <p>(a) Exposed surface(s) or surface coating of metallic zinc or any alloy containing greater than 10% zinc; or</p> <p>(b) Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or</p> <p>(c) Exposed treated timber surface(s) or any roof material with a copper containing or zinc containing algaeicide.</p>
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.	<p>Delete Standard IX.6.5. as follows:</p> <p>IX.6.5 Minimum Net Site Area within Large Lot Zone</p>

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought								
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>(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="611 1391 699 1615"> <thead> <tr> <th data-bbox="611 1391 655 1541">Area</th> <th data-bbox="611 1541 655 1615">Minimum net site area</th> </tr> </thead> <tbody> <tr> <td data-bbox="655 1391 699 1541">Large Lot Zone</td> <td data-bbox="655 1541 699 1615">3,000m²</td> </tr> </tbody> </table> <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="1153 1391 1241 1615"> <thead> <tr> <th data-bbox="1153 1391 1198 1541">Area</th> <th data-bbox="1153 1541 1198 1615">Minimum net site area</th> </tr> </thead> <tbody> <tr> <td data-bbox="1198 1391 1241 1541">Single House Zone</td> <td data-bbox="1198 1541 1241 1615">300m²</td> </tr> </tbody> </table>	Area	Minimum net site area	Large Lot Zone	3,000m ²	Area	Minimum net site area	Single House Zone	300m ²
Area	Minimum net site area												
Large Lot Zone	3,000m ²												
Area	Minimum net site area												
Single House Zone	300m ²												

48.23

48.24

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>

48.25

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
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>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> <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:

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.	<p>(1) Subdivision, or new buildings prior to subdivision, including private roads;</p> <p>(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;</p> <p>(b) Provision of cycling and pedestrian networks and connections;</p> <p>(c) Open space network;</p> <p>(d) Stormwater and flooding effects;</p> <p>(e) Provision of a landscape buffer strip along the Rodney Street frontage; and</p> <p>(f) Matters of discretion IX.8.1(1)(a) – (f) apply in addition to the matters of discretion in E38.12.1.</p>
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.	<p>Delete IX.8.1.(2) as follows:</p> <p>(2) Development that exceeds 750 dwellings;</p> <p>(a) Effects of traffic generation on the safety and operation of the surrounding road network;</p> <p>(b) Effects on pedestrian and cyclist connectivity and safety, and</p> <p>(c) Effects on public transport.</p> <p>48.28</p>
26.	IX.8.1.	Matters of Discretion (6)	Oppose	Kāinga Ora seeks the deletion of IX.8.1.(6) to be consistent with the	<p>Delete IX.8.1.(6) as follows:</p> <p>48.29</p>

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
				submission points sought above.	(6) Infringements to Standard IX.6.5 Subdivision of sites within the Large Lot Zone; (e) 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 IX.6.5 Subdivision of sites within the Mixed Housing Suburban Zone; (e) 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 (e) — 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.

48.30

48.31

48.32

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.	Delete IX.8.2.(1) as follows: (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.

48.33

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
					<p>(e) 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 Rodney Street Roundabout Design:</p> <p><i>Design of Roads</i></p> <p>(e) 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.1.1.1 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 E.1.3(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>

48.33

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
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.	<p>(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.</p> <p>Delete IX.8.2.(6) as follows:</p> <p>(6) Infringements to IX.6.5 Subdivision of sites within the Large Lot Zone:</p> <p>(a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.</p>
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.	<p>Delete IX.8.2.(7) as follows:</p> <p>(7) Infringements to IX.6.6 Subdivision of sites within the Mixed Housing Suburban Zone:</p> <p>(a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.</p>
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.	<p>Delete IX.8.2.(8) as follows:</p> <p>(8) Infringement of standard IX.6.7 -- Activities sensitive to noise within 60m of the rail corridor</p> <p>(a) Whether activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and amenity while they are</p>

48.34

48.35

48.36

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
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>indoors, and whether such activities unduly constrain the operation of the railway corridor. This includes:</p> <ul style="list-style-type: none"> (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.
					<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> <ul style="list-style-type: none"> (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;

48.37

ID	Section of Plan	Specific Provision	Support/Support in Part/Oppose	Reasons	Relief Sought
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.	<p>(iii) any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Auckland Line; and</p> <p>(iv) Any implications arising from advice from KiwiRail.</p> <p>Delete IX.9.(2) as follows:</p> <p>(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;</p> <p>a) Evidence of consultation with KiwiRail and its responses to that consultation.</p>
36.	IX.10.	Precinct Plans	Support in Part	Kāinga Ora notes that while “Native Totara Trees” are shown 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.	<p>Amend Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network to show the Native Totara Trees.</p> <p>Delete Landscape Buffer from the Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network.</p>

48.38

48.39

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

LLZ to be reduced to 3000m² and additionally,

49.2

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

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.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

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) Giancarlo Penzo

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

Address for service of Submitter

20 Batten Street

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:

Student & Pedestrian safety. Most roads connecting the proposed property are currently cul-de-sacs with children playing or walking to and from school.

Congestion, Traffic, Utilities, Flooding & Parking - should development of 650-800 dwellings occur we expect numbers of vehicles to increase significantly.

(CONT.)

(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
- All (constuction) vehicles to access proposed site via Rodney Street (SH1). 50.2
- Implement speed reduction measures. Monowai Street to remain a cul-de-sac. 50.3
- Additional green spaces & widen streets to ensure contractors/emergency services can access all properties 50.4
- Re-zone to only residential single house min. 600m2 & large lot zone min 3,000m2. 50.5

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

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

11/10/2023
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.

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 contracts 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 Monowai Street who's contractors had to frequently request residents to move their cars as there is insufficient space for trucks to pass.

In addition, contractors 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.



FURTHER SUBMISSIONS

24 November 2023

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

Further Submission for Proposed Private Plan Change 92 - Wellsford North

Please find attached Auckland Transport's further submission to the submissions lodged 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

Further submission by Auckland Transport on Proposed Private Plan Change 92 - Wellsford North

To: Auckland Council
Private Bag 92300
Auckland 1142

Further submission on: Submissions to Proposed Private Plan Change 92 from Wellsford Welding Club Ltd seeking to rezone land for urban purposes, including introduction of a precinct plan. The land is located at State Highway 1 (Rodney Street) and Monowai Street, Wellsford.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 Auckland Transport represents a relevant aspect of the public interest and also has an interest in the proposal that is greater than the interest that the general public has. Auckland Transport's grounds for specifying this are that it is a Council-Controlled Organisation of Auckland Council ('the Council') and Road Controlling Authority for the Auckland region.
- 1.2 Auckland Transport's legislated purpose is "to contribute to an effective, efficient and safe Auckland land transport system in the public interest."

2. Scope of further submission

- 2.1 The specific parts of the submissions supported or opposed, and the reasons for that support or opposition, are set out in **Attachment 1**.
- 2.2 The decisions which Auckland Transport seeks from the Council in terms of allowing or disallowing submissions are also set out in **Attachment 1**.

3. Appearance at the hearing

- 3.1 Auckland Transport wishes to be heard in support of this further submission.
- 3.2 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: 24 November 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

#	Submitter	Summary of submission	Support or oppose	Reasons	Decision sought
4.3	Pamela Rose Tod tods@xtra.co.nz	Use Armitage Road or a road off Boshier Road to access proposed development	Oppose in part	The transport effects of servicing the subdivision from Boshier Road, rather than from Monowai Street, have not been assessed in the applicant's Integrated Transport Assessment.	Disallow in part
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).	Oppose in part	The urban zoning should not be extended onto land not currently zoned Future Urban. Inclusion of the land currently zoned Future Urban would require amendments to the precinct provisions and supporting documentation.	Disallow in part
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).	Support in part	Auckland Transport would support amendments which achieve the outcomes sought by the submitter. However Auckland Transport would need to review the detail of any amendments.	Allow in part
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.	Oppose in part	Some of the precinct provisions proposed for deletion by the submitter are needed to address transport effects and the integration of land use with transport infrastructure.	Disallow
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.	Oppose	The more intensive zoning proposed is not supported by the Integrated Transport Assessment or other documentation provided with the application.	Disallow
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).	Oppose	(A1) and (A4) (the A4 applying to 'subdivision including private roads) need to be listed in the activity table so that the relevant standards and assessment matters in the precinct provisions	Disallow

#	Submitter	Summary of submission	Support or oppose	Reasons	Decision sought
48.18	Kāinga Ora - Homes and Communities developmentplanning@kaingaora.govt.nz	Amend Standard IX.6.1 [as outlined in submission]	Oppose	<p>apply. The provisions relating to transport are of particular interest to Auckland Transport. The (A4) entry applying to noncompliance with Standard IX.6.1 needs to be retained as set out in 37.13 of Auckland Transport's prime submission.</p> <p>The standard is consistent with the approach taken in recent operative plan changes. The standard ensures that subdivision and development does not occur in advance of the availability of operational transport infrastructure.</p>	Disallow
48.25	Kāinga Ora - Homes and Communities developmentplanning@kaingaora.govt.nz	Delete Standard IX.6.8	Oppose	Auckland Transport supports providing space for a future strategic walking and cycling connection.	Disallow
48.26	Kāinga Ora - Homes and Communities developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(1)	Oppose	The matters of discretion relating to transport matters need to be retained to ensure transport effects and integration with land use are appropriately considered. This is consistent with 37.20 of Auckland Transport's prime submission.	Disallow
48.27	Kāinga Ora - Homes and Communities developmentplanning@kaingaora.govt.nz	Delete IX.8.1.(2)	Oppose in part	If the activity table listing for 'development exceeding 750 dwellings' is retained, then the matters of discretion relating to transport matters also need to be retained to ensure transport effects and integration with land use are appropriately considered.	Disallow
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).	Oppose in part	Subject to amendments sought in Auckland Transport's prime submission, the assessment criteria relating to transport matters need to be retained to ensure transport effects and integration with land use are appropriately considered. This includes considering the integration of stormwater infrastructure and devices with the road corridor.	Disallow

Further Submission on Proposed Plan Change 92 on the Auckland Unitary Plan (Operative in Part) by Kāinga Ora – Homes and Communities

Clause 8 of Schedule 1 to the Resource Management Act 1991

To: Plans And Places
Auckland Council
Private Bag 92300
Auckland 1142

Submitted via email to: unitaryplan@aucklandcouncil.govt.nz

Name of Further Submitter: Kāinga Ora – Homes and Communities

1. **Kāinga Ora – Homes and Communities** (“Kāinga Ora”) makes this further submission on Proposed Private Plan Change 92: Wellsford North (“PPC92”) by Wellsford Welding Club Limited (“the Applicant”) on the Auckland Unitary Plan (Operative in Part 15 November 2016) in support of/opposition to original submissions on **PPC92**.
2. Kāinga Ora has an interest in PPC92 that is greater than the interest the general public has, being an original submitter on PPC92 with respect to its interests as the Crown entity responsible for the provision of public housing and enablement of affordable, quality urban developments in the Auckland region.
3. Kāinga Ora makes this further submission in respect of submissions by third parties to PPC92.

Reasons for further submission

4. The further submission of Kāinga Ora is set out in the table attached as **Appendix A** to this letter.
5. The reasons for this further submission are:

- (a) The reasons set out in the Kāinga Ora primary submission on PPC92.
 - (b) In the case of the primary submissions that are opposed:
 - (i) The primary submissions do not promote the sustainable management of natural and physical resources and are otherwise inconsistent with the purpose and principles of the Resource Management Act 1991 (“RMA”);
 - (ii) The reliefs sought in the primary submissions are not the most appropriate in terms of section 32 of the RMA;
 - (iii) Rejecting the reliefs sought in the primary submissions opposed would more fully serve the statutory purpose than would implementing those reliefs; and
 - (iv) The primary submissions are inconsistent with the policy intent of the primary submission by Kāinga Ora.
6. Without limiting the generality of the above, the specific reliefs in respect of each Primary Submission that is opposed are set out in **Appendix A**.
7. Kāinga Ora wishes to be heard in support of its further submission.
8. If others make a similar submission, Kāinga Ora will consider presenting a joint case with them at a hearing.

DATED 4 December 2023

Kāinga Ora – Homes and Communities



Brendon Liggett

Manager – Development Planning

ADDRESS FOR SERVICE:

Kāinga Ora – Homes and Communities

PO Box 74598

Greenlane, Auckland

Attention: Development Planning Team

Email: developmentplanning@kaingaora.govt.nz

Appendix A – Further Submission Table

Provision / Chapter Topic	Submitter Name	Submission Point Number	Submission Position	Summary of Decision Requested	Kāinga Ora response	Kāinga Ora reasons	Decision(s) sought
IX.2 Objective 9	Auckland Transport	37.8	Support in part	Amend Objective 9 as follows: 'Activities sensitive to noise adjacent to the rail corridor <u>or</u> arterial roads 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.'	Oppose	There are no arterial roads proposed in the Precinct Plan and the relief sought by Auckland Transport is therefore not relevant to PPC92. In addition, Kāinga Ora believes that this should be best managed by way of a designation initiated by the relevant Requiring Authority, rather than a precinct objective.	Disallow
IX.2 Policy 11	Auckland Transport	37.11	Support in part	Amend Policy 11 as follows: 'Ensure that activities sensitive to noise adjacent to the railway corridor <u>or</u> arterial roads 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.'	Oppose	There are no arterial roads proposed in the Precinct Plan and the relief sought by Auckland Transport is therefore not relevant to PPC92. In addition, Kāinga Ora believes that this should be best managed by way of a designation initiated by the relevant Requiring Authority, rather than a precinct policy.	Disallow

Further Submission in support of, or opposition to, a notified proposed plan change or variation

Clause 8 of Schedule 1, Resource Management Act 1991
FORM 6



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Further Submission No:
Receipt Date:

Further Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Miss Ashleigh Peti

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

NZ Transport Agency Waka Kotahi

Address for service of Further Submitter

Level 5 AON Centre, Customs Street West, Private Bag 106602, Auckland 1143

Telephone: Email: ashleigh.peti@nzta.govt.nz

Contact Person: (Name and designation, if applicable)

Scope of Further Submission

This is a further submission in support of (or opposition to) a submission on the following proposed plan change / variation:

Plan Change/Variation Number	<u>PC 92</u>
Plan Change/Variation Name	<u>(Private) Wellsford North</u>

I support : Oppose (tick one) the submission of: *(Please identify the specific parts of the original submission)*

(Original Submitters Name and Address)

	Submission Number	Point-Number
<u>Please see attached table</u>		

The reasons for my support / opposition are:

Please see attached table

(continue on a separate sheet if necessary)

I seek that:

the whole :

or part (describe precisely which part) _____

of the original submission be **allowed**

disallowed

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

Ashleigh Peti

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

12/13/2023

Date

PLEASE COMPLETE THE FOLLOWING SECTION

Please tick one

I am a person representing a relevant aspect of the public interest. (Specify upon what grounds you come within this category)

I am a person who has an interest in the proposal that is greater than the interest that the general public has. (Specify on what grounds you come within this category)

NZ Transport Agency is a Crown Agency with statutory obligations to ensure a safe and efficient land transport system.

Notes to person making submission:

A copy of your further submission must be served on the original submitter within 5 working days after it is served on the local authority

If you are making a submission to the Environmental Protection Authority, you should use Form 16C.

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

Submitter Name/Contact	Submission Number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	I seek that the whole or part of the submission be allowed or disallowed:
Auckland Transport – Katherine.dorofaeff@at.govt.nz	37.2	Support	Taking into account public transport deficiencies.	Waka Kotahi supports public transport accessibility.	Allowed
Auckland Transport – Katherine.dorofaeff@at.govt.nz	37.29	Support	The submission point seeks amendments to Appendix 1 of the proposed precinct plan regarding provision for pedestrian and cycle facilities.	Waka Kotahi supports that Appendix 1 be amended to reflect that pedestrian and cycle facilities will be provided as a design element.	Allowed
KiwiRail Holdings Limited – pam.butler@kiwirail.co.nz	40.7 & 40.9	Support	The submission point seeks that noise provisions are amended to reflect appropriate noise mitigation for noise sensitive activities adjacent to the rail corridor.	Waka Kotahi supports appropriate noise and vibration controls be applied to the proposed precinct plan to manage the interface between noise sensitive activities and strategic transport corridors.	Allowed
Stephen Phillip Wallace – sandwallace@outlook.com	43.2	Oppose	The submission point seeks that the traffic generated from Proposed Plan Change 92 (PC 92 or the PPC) shall only take place via the direct State Highway 1 access and not via the Batten Street Street/SH 1 Intersection.	The ITA's traffic modelling has been undertaken on the basis that the PPC will have two ingress/egress points, being the new SH 1 proposed intersection and the Batten Street/SH 1 Intersection. Adopting the submitters relief sought would require the ITA to be updated and the traffic effects to be appropriately managed which may not be possible via one point of entry/exit.	Disallowed

Kainga Ora – Homes and Communities – developmentplanning@kaingaora.govt.nz	48.3	Oppose	The submission point seeks that the proposed zoning is replaced with other zoning that has not been considered as part of the applicant's assessment.	An assessment of potential effects of an alternative zoning has not been undertaken and further, any potential implications of alternative zoning on the transport network has not been undertaken.	Disallowed
Kainga Ora – Homes and Communities – developmentplanning@kaingaora.govt.nz	48.15, 48.24, 48.30, 48.35	Oppose	The submission points seek a deletion of multiple provisions in the proposed precinct plan relating to noise effects.	Deleting such provisions without providing alternative mitigation options could result in adverse effects to human health for future residents.	Disallowed
Kainga Ora – Homes and Communities – developmentplanning@kaingaora.govt.nz	48.18	Oppose	The submission point seeks to delete some of the proposed provisions associated to the standard IX.6.1 Staging of Development with Transport Upgrades	Deleting such provisions without providing alternative prerequisite standards could result in adverse effects to the transport system. It is unclear what Kainga Ora seeks to achieve by deleting such provisions.	Disallowed
Kainga Ora – Homes and Communities – developmentplanning@kaingaora.govt.nz	48.39	Oppose	The submission point seeks that the Landscape Buffer from Precinct Plan 1 be deleted.	Amongst other reasons, the setback assists in the mitigation of state highway noise effects for future residents of the PPC area.	Disallowed
Kainga Ora – Homes and Communities – developmentplanning@kaingaora.govt.nz	48.40	Neutral	The point seeks that the Neighbourhood Centre Zone be shifted closer to Rodney Street.	Implications of this request could result in adverse effects to the operation of the new state highway access yet to be constructed. If this request is further considered by the applicant, Waka Kotahi seek clarification so as to determine potential impacts on the state highway.	Neutral
Kainga Ora – Homes and Communities – developmentplanning@kaingaora.govt.nz	N/A	Oppose	Please note that the submission point was not captured in the summary of	There is no requirement for additional development in rural settlements given the potential	Disallowed

	development capacity which will already be enabled by the PPC if adopted.	decisions requested however, as per pg. 3 of the Kainga Ora submission, Kainga Ora consider that the Medium Density Residential Standards (MDRS) should apply to Wellisford.		50.2	Giancarlo Penzo – Giancarlo.penzo@gmail.com
Disallowed	Safe and appropriate construction traffic locations are yet to be identified and are unlikely to be all directly via State Highway 1.	The submission point seeks that all construction traffic be via State Highway 1.	Oppose		



14 December 2023

Auckland Council

By email : unitaryplan@aucklandcouncil.govt.nz

To whom it may concern,

Further Submission on Proposed Private Plan Change 92 – Wellsford North

Please find attached further submissions made on behalf of Ellper Holdings Limited to Proposed Private Plan Change 92 (PPPC92) to the Auckland Unitary Plan – Operative in Part (AUP-OP). The applicant is the Wellsford Welding Club Limited.

If you have any queries in relation to this submission, please contact me at diana@thepec.co.nz or on 021 382 000.

Yours sincerely

Diana Bell
Planner I Manager
The Planning Collective
E: diana@thepec.nz
M: 021 382 000

Attachments:

- 1) Form 6
- 2) Further Submission Table

Attachment 1:



THE PLANNING
COLLECTIVE

Form 6

FURTHER SUBMISSIONS ON PROPOSED PRIVATE PLAN CHANGE 92 – WELLSFORD NORTH

Clause 8 of Schedule 1, Resource Management Act 1991 (Form 6)

To: **Auckland Council**

1. SUBMITTER DETAILS

Name of Submitter: **Ellper Holdings Limited**
Agent: **Diana Bell**
Mobile: **021 382 000**
Email: **diana@thepec.co.nz**

- 1.1 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). Refer to aerial photograph in **Figure 1**.
- 1.2 Ellper Holdings Limited has an interest in the proposal that is greater than the public generally as the submitter has an interest in a large land holding, some of which is zoned Future Urban and Residential – Single House, within Wellsford. provisions of the PPPC92 have the potential to have an impact on the growth and development of Wellsford.

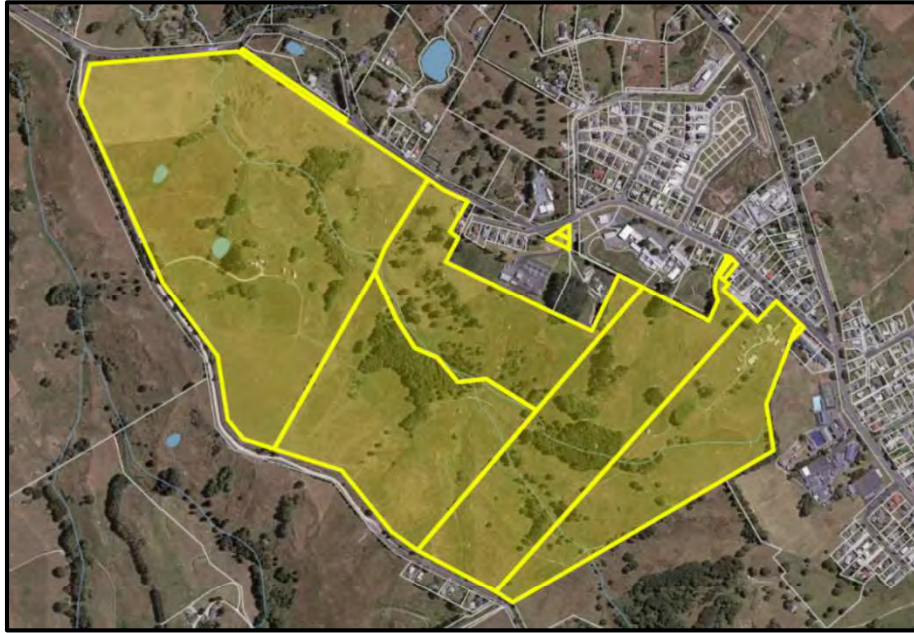


Figure 1. Aerial Photograph of Ellper Holdings Land.

2 SCOPE OF FURTHER SUBMISSION

- 2.1 The specific parts of the submissions supported or opposed, and the reasons for that support or opposition, are set out in **Attachment 2**
- 2.2 The decisions which Ellper Holdings Limited seeks from the Council in terms of allowing or disallowing submissions are also set out in **Attachment 2**.

3 APPEARANCE AT THE HEARING

- 3.1 Ellper Holdings Limited wishes to be heard in support of this further submission.
- 3.2 If others make a similar submission, Ellper Holdings Limited will consider presenting a joint case with them at the hearing.

A handwritten signature in blue ink that reads "Diana Bell".

(Persons authorised to sign on behalf of submitter)

Diana Bell

Planner I Manager

The Planning Collective

Date: 14/12/2023

Attachment 2: Further Submission Table for Ellper Holdings Plan Change 92

Sub #	Sub Point	Submitter	Summary of Submission	Support or oppose	Further Submission – Reasons	Decision Sought
8	8.3	Wharehine Group Limited	Support the infrastructure trigger approach	Support in Part	Agree that the plan change should consider a framework for proportionate costs of those infrastructure upgrades relative to the demand created by the proposal.	Allow in part
8	8.4	Wharehine Group Limited	Include identified infrastructure upgrades in the Future Development Strategy into the Plan Change provisions.	Support in Part	Agree that the plan change should consider a framework for proportionate costs of those infrastructure upgrades relative to the demand created by the proposal.	Allow in part
37	37.2	Auckland Transport	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.	Oppose in Part	It is Auckland Transport responsibility to respond to public transport requirements, Wellsford is part of the Auckland Region.	Disallow in Part
37	37.5	Auckland Transport	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.	Oppose in Part	The reasons given by the submitter are unsubstantiated.	Disallow in Part
39	39.3	Ministry of Education	Further detail on how safe walking and cycling infrastructure will be provided.	Support	Walking and cycling are an important part of providing for a well functioning urban form therefore it is essential that this detail is clear.	Allow
41	41.2	Watercare Services Limited	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.	Support	It is essential that the plan change addresses 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, as well as future growth within Wellsford, are appropriately considered and managed. To this end PPC92 should be designed from a water efficient perspective (rainwater collection / use of toilet flushing and laundry; low flow showers, 4* toilets etc.) in order to reduce the per capital water demand and potentially allow more properties to be serviced.	Allow

Sub #	Sub Point	Submitter	Summary of Submission	Support or oppose	Further Submission – Reasons	Decision Sought
48	48.3	Kāinga Ora – Homes and Communities	<p>* Upgrade of the local water supply and wastewater network can be addressed at the resource consent stage</p> <p>Replace the proposed Residential – Mixed Housing Suburban Zone, Residential – Single House Zone and Residential – Large Lot Zone with the Residential - Mixed Housing Urban Zone</p>	Oppose	It is important that a variety of site sizes are available. There has been no assessment undertaken to support this submission point.	Disallow
48	48.4	Kāinga Ora – Homes and Communities	<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 Rodney Street 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 Mixed Housing Urban Zone.</p>	Oppose	It is important that a variety of site sizes are available.	Disallow
48	48.5	Kāinga Ora – Homes and Communities	<p>Amend IX.1. Objective (1) as follows:</p> <p>(1) Wellsford North is a comprehensively developed residential environment that integrates with the existing planned Wellsford urban area and the natural environment</p>	Support	PPC92 should integrate with the planned urban area rather than the existing.	Allow

Sub #	Sub Point	Submitter	Summary of Submission	Support or oppose	Further Submission – Reasons	Decision Sought
48	48.6	Kāinga Ora – Homes and Communities	Delete IX.1. Objective (2)	Oppose	It is important for the objective of the precinct provisions to set out purpose of the precinct	Disallow
48	48.7	Kāinga Ora – Homes and Communities	Delete IX.1. Objective (3)	Oppose	It is important for the objective of the precinct provisions to set out purpose of the precinct	Disallow
48	48.8	Kāinga Ora – Homes and Communities	Delete IX.1. Objective (6)	Oppose	It is essential for the development to be co-ordinated with the supply of appropriate infrastructure	Disallow
48	48.11	Kāinga Ora – Homes and Communities	Delete IX.1. Policy (5)	Oppose	It is important that a variety of site sizes are available.	Disallow
48	48.13	Kāinga Ora – Homes and Communities	Delete IX.3. Policy (7)	Oppose	It is essential for the development to be co-ordinated with the supply of appropriate infrastructure	Disallow
48	48.16	Kāinga Ora – Homes and Communities	Amend IX.4. Activity table as follows: Delete A1, A2A, A3, A4, A6 (refer to submission for details)	Oppose in Part	It is agreed that the activity table needs further work as it is unclear and could be interpreted different ways. However, the detail in the activity table should remain. Specifically a rule around the number of dwellings as that is what the expert assessments have been based on.	Disallow in part
48	48.18	Kāinga Ora – Homes and Communities	Amend Standard IX.6.1. as follows: Purpose: ... Achieve the integration of land use and transport consistent with Policy IX.3. (8) Policies 452-3(5), (7), (9) and (10). (1) Development and subdivision ...is: a) Constructed ...application; or b) Under construction ... to: 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; 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; (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	Support in Part	While it might be inappropriate to rely on augier conditions it is essential that development is co-ordinated with infrastructure therefore an amendment to this standard is required rather than just a deletion.	Allow in Part

Sub #	Sub Point	Submitter	Summary of Submission	Support or oppose	Further Submission – Reasons	Decision Sought
48	48.19	Kāinga Ora – Homes and Communities	<p>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) and/or X.6.1 (2) i. above. Those 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: a) 'dwelling' ...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.</p> <p>Delete Standard IW.6.2.</p>	Oppose	The intent of this standard is to ensure the co-ordination of development alongside water and wastewater infrastructure. This standard requires amendment rather than deletion.	Disallow
48	48.20	Kāinga Ora – Homes and Communities	<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> <p>Delete Standard IX.6.5.</p>	Oppose	Deletion of this would be problematic as there are likely some riparian margins that will need to remain in private lots.	Disallow
48	48.22	Kāinga Ora – Homes and Communities	Delete Standard IX.6.5.	Oppose	It is important that a variety of site sizes are available and the benefit of the precinct provisions is to enable differentiation between the standard AUP zonings and what is envisaged in the precinct.	Disallow
48	48.23	Kāinga Ora – Homes and Communities	Delete Standard IX.6.6	Oppose	It is important that a variety of site sizes are available and the benefit of the precinct provisions is to enable differentiation between the standard AUP zonings and what is envisaged in the precinct	Disallow

Sub #	Sub Point	Submitter	Summary of Submission	Support or oppose	Further Submission – Reasons	Decision Sought
48	48.26	Kāinga Ora – Homes and Communities	Delete Matter of Discretion IX.8.1. (1)	Oppose	The matters of discretion are specific for PPC92 and should remain. Some amendment may be required but not deletion.	Disallow
48	48.27	Kāinga Ora – Homes and Communities	Delete Matter of Discretion IX.8.1. (2)	Oppose	This matter of discretion is directly linked to the potential traffic effects that may be generated if more than 750 dwellings are established.	Disallow
48	48.28	Kāinga Ora – Homes and Communities	Delete Matter of Discretion IX.8.1. (6)	Oppose	It is important that a variety of site sizes are available.	Disallow
48	48.29	Kāinga Ora – Homes and Communities	Delete Matter of Discretion IX.8.1. (7)	Oppose	It is important that a variety of site sizes are available.	Disallow
48	48.32	Kāinga Ora – Homes and Communities	Delete Assessment Criteria 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).	Oppose	The assessment criteria are specific for PPC92 and should remain. Some amendment may be required but not deletion.	Disallow
48	48.33	Kāinga Ora – Homes and Communities	Delete Assessment Criteria IX.8.2. (6)	Oppose	It is important that a variety of site sizes are available.	Disallow
48	48.34	Kāinga Ora – Homes and Communities	Delete Assessment Criteria IX.8.2. (7)	Oppose	It is important that a variety of site sizes are available.	Disallow
48	48.38	Kāinga Ora – Homes and Communities	Amend Welsford North: Precinct Plan 1 – Indicative Road and Open Space Network to show the Native Totara Trees.	Support	It is agreed that the Native Totara Trees should be shown on the Precinct Plan.	Allow
48	48.39	Kāinga Ora – Homes and Communities	Delete Landscape Buffer from the Welsford North: Precinct Plan 1 – Indicative Road and Open Space Network.	Oppose	The landscape buffer should remain	Disallow

End of Further Submission

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

Attn.: Planning Technician
Unitaryplan@aucklandcouncil.govt.nz

To: Auckland Council
Further Submission On: Plan Change 92 (Private): Wellsford North
From: Watercare Services Limited
Address for service: planchanges@water.co.nz
Date: 14th December 2023

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

1. INTRODUCTION

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**”).

Watercare made an original submission on Proposed Private Plan Change 92: Wellsford North, submission number 35. Defined terms in Watercare’s original submission have been used in this further submission.

2. FURTHER SUBMISSION

Watercare wishes to make a further submission on the Plan Change. These further submissions are included in the attached table.

3. HEARING

Watercare wishes to be heard in support of its submission.

Mark Iszard
Head of Major Developments
Watercare Services Limited

Address for Service:

Amber Taylor
Development Planning Lead
Watercare Services Limited
Private Bag 92 521
Victoria Street West
Auckland 1142
Phone: 022 158 4426
Email: planchanges@water.co.nz

Further submissions from Watercare Services Limited

Submitter ID	Submission Point #	Submitter Name	Submission Point	Support/oppose	Watercare further submission commentary/relief sought
48	48.3	Kāinga Ora – Homes and Communities	Replace the proposed Residential – Mixed Housing Suburban Zone, Residential – Single House Zone and Residential – Large Lot Zone with the Residential - Mixed Housing Urban Zone.	Oppose	Watercare is opposed to any increase in the development yield from that set out in the Plan Change application that will have adverse effects on Watercare’s existing and planned water and wastewater infrastructure network.
48	48.8	Kāinga Ora – Homes and Communities	Delete IX.1. Objective (6) as follows: (6) Development is coordinated with the supply of sufficient transport, water, energy and communications infrastructure.	Oppose	Watercare supports an activity status of non complying for any subdivision or development that precedes the provision of adequate water supply and wastewater infrastructure. Therefore, the removal of precinct objectives and policies that support this position is opposed.
48	48.13	Kāinga Ora – Homes and Communities	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.	Oppose	Watercare supports an activity status of non complying for any subdivision or development that precedes the provision of adequate water supply and wastewater infrastructure. Therefore, the removal of precinct objectives and policies that support this position is opposed.
48	48.16	Kāinga Ora – Homes and Communities	Amend IX.4. Activity table as follows: ... (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 ...	Oppose	Watercare supports an activity status of non complying for any subdivision or development that precedes the provision of adequate water supply and wastewater infrastructure. Therefore, the removal of precinct provisions that support this position is opposed.

48	48.19	Kāinga Ora – Homes and Communities	<p>(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</p> <p>Delete Standard IX.6.2. as follows: IX.6.2. Water Supply and Wastewater 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.</p>	Oppose	Watercare supports an activity status of non complying for any subdivision or development that precedes the provision of adequate water supply and wastewater infrastructure. Therefore, the removal of precinct provisions that support this position is opposed.
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APPENDIX 6

REPORTING PLANNER EXPERIENCE AND QUALIFICATIONS

Reporting Planner Experience and Qualifications

My name is Robert Bruce Scott.

I hold a Bachelor of Arts degree in Political Science (Victoria University 1990), a Bachelors degree in Planning (University of Auckland 1992) and a Post Graduate Diploma in Business Studies (Massey University 2000). I am a member of the New Zealand Planning Institute and have passed the certification programme for Resource Management Act 1991 Decision Makers run by the University of Auckland and been re-certified since 2008 and currently have a Chairpersons Endorsement.

I have worked as a planner and resource management professional since 1992, including experience in central government (Department of Conservation), local authorities (the former Auckland City Council) and with several private sector consulting firms. I am a director and planning consultant with the firm: Scott Wilkinson Planning.

In 2014 I was appointed to the Auckland Council panel of independent hearing commissioners. In that role, I regularly sit as a commissioner or chairperson for limited notified and publicly notified resource consents and plan change hearings. I also perform an on-going role as Duty Commissioner in relation to notification determinations and decisions for resource consent applications. I am also a commissioner for Queenstown Lakes District Council, Christchurch City Council, Tauranga City Council, Far North District Council and Bay of Plenty Regional Council.

As a planning consultant I have provided planning assessments on numerous resource consent applications and plan changes. I have presented evidence at the Environment Court on a number of subdivisions, developments and plan changes in the Auckland, Taranaki and Queenstown Lakes divisions of the Court.

