

24 October 2023

Campbell Brown Planning Limited
PO Box 147001
Ponsonby
Auckland 1144

Attention: Yujie Gao

Dear Yujie,

Resource consent application – Further information request

Application number(s):	BUN60419132 (LUC60419133, SUB60419134)
Applicant:	HND HMB Limited
Address:	3 Pigeon Mountain Road, Half Moon Bay
Proposed activity(s):	92 dwellings, including earthworks, access, parking and subdivision

Further to my letter of 12 June 2023 where I confirmed that your application was accepted for processing, I have now reviewed your application and inspected the site.

This letter is a request for further information that will help me better understand your proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

Please be aware that an additional request for further information may be issued in relation to the supporting water permit application referenced WAT60423590.

Requested information

Consistency of Plan Sets

1. Please provide consistent architectural, landscape, engineering and subdivision plan sets for assessment.

Specifically, please update the landscape and engineering plan sets to match the various changes made since lodgement to the architectural plans. Should any further changes be made, please ensure that all plan sets are updated to match each other.

All references to Units in the subsequent requests for further information are in relation to the unit numbering on the architectural plans provided in on and after 28 August 2023.

Earthworks

Draft requests for further information related to earthworks were provided on 20 July 2023. A response to these matters dated 24 August 2023 and an Earthworks Management Plan, both prepared by Airey Consultants, were subsequently received. These have been reviewed by Council's earthworks specialist, who has provided an updated set of requests for further information (outlined below) for the reasons set out in the attached document.

2. The total area of earthworks requires consent under Chapter E11.4.1 of the AUP(OP). Please apply for this consent and provide an addendum to the AEE to provide an assessment of effects for the relevant activity, including the relevant objectives and policies.
3. The proposed total area of earthworks is 1.37ha. However, the drawings suggest that the earthworks will occur around the entire site (being 1.4073ha) and extend outside the site boundaries (e.g. for the construction of pathways and individual pedestrian accessways; installation of infrastructure). Please update the total volume and area of earthworks to include all proposed works. Please ensure any reference in the EMP to cut / fill volumes or area are consistent with the cut/fill plan.
4. From the draft response, it is understood that all earthworks to complete the development to finished floor levels is proposed to be included in the earthworks volumes and area. Please update the relevant cut / fill drawings and final contour plan to confirm this.
5. Please provide an estimate of the volumes of topsoil to be stripped, and volumes to be respread and removed from the site.
6. Please provide a proposed final contour plan to better understand the proposed development levels, landform and slope direction following construction.
7. The ESCP has been updated to propose one SRP. The proposed staging is acknowledged to allow the SRP to be designed and sized for a smaller catchment area. However, this does not appear to be practical (including subsoil drains used for CWD), and is unclear how the completed stage 1 area will be effectively diverted away from the SRP during Stages 2 and 3. Please consider using a maximum of two stages (e.g. a N-S staging line, approx. in-line with 'stabilised access' extension) through, and resize the SRP accordingly.

It is recommended that the Applicant's Engineer / ESC Specialist discuss the feedback with Council's Earthworks Specialist prior to response.

8. The ESCP and EMP refers to the use / installation of temporary field drains within the site to form CWDs. These are likely to be impractical. It is also noted that use of these (subsoil) field drains may cause diversion of groundwater. As such, and in light of item 7 above, please revise the ESCP.

9. Please provide a response to each of the following comments on or requested amendments to the Earthworks Management Plan:
 - a. On Page 6 of the EMP, for completeness (and ease of reference), please state the total area the SRP is sized for. (Noting this may change following response to item 7 above)
 - b. Please update EMP in light of feedback to item 8 above regarding Field Drains.
 - c. In the Inspection and Maintenance table of section 6 of the EMP, please include a summary for the SRP maintenance.
 - d. The use of Silt Socks as a CWD is not recommended (and not generally consistent with GD05). Please revise the EMP and ESCP where necessary. (The exception can be when the retaining wall along the western boundary is installed as part of proposed stage 5).
 - e. The USLE assumes a slope length of 37m. However, the catchment length for each stage would be greater than 37m. In the EMP, please include a section on erosion controls (e.g. controls to be installed prior to rainfall).
 - f. Please include a section for management of the SRP spillway, and whether there will need to be any specific pre-rainfall requirements, particularly as flows are directed to the footpath.
 - g. Please include a section for the management of footpath construction that are located outside of the site /SRP boundaries.
 - h. Please include a section for the management of dewatering during installation of underground infrastructure (from the methodology section, it appears that the SRP will remain during this phase, and any dewatering will be directed to the SRP – please discuss in the recommended section to clarify if this is correct).
10. To address items 7 to 9 above, please update the ESCP to clarify the contributing catchments directed to the proposed sediment control devices.
11. To address items 7 to 10 above, please update the ESCPs and SRP Details Plan (drawing 213) as applicable to address the following:
 - a. Impoundment device details (including single point entry, sizing, decant and spillway locations);
 - b. Updated plan and long-section of SRP design (including RL of design features).
12. A new stormwater manhole and line is proposed to be installed to accommodate the outlet from the proposed SRP. Please clarify in the EMP how the new Stormwater line, manhole and SRP outfall will be installed to connect to the existing SW line (e.g. trenched or directionally drilled).

13. Please clarify whether any earthworks will be located within the protected root zone of trees that are to be retained.
 - a. Please show the protected root zones on the ESCP and earthworks drawings, and include a key / annotation to identify this feature.
 - b. In the EMP, please clarify what works are proposed within the protected root zone of those trees and provide a methodology of works to demonstrate works will not adversely affect those trees.
14. Please ensure an ESCP drawing shows the northwest corner of the site to clarify how this area will be managed (including CWD diversion along the western boundary and Silt Fence for the NW corner).
15. In the Earthworks Memo and on the ESCP:
 - a. Please clarify the timing of construction of the site boundary retaining walls and associated batters in relation to the bulk earthworks, particularly along the north and eastern boundaries.
 - b. Please clarify whether these areas can be effectively managed via the proposed impounded devices, or whether staging and separate devices will be required to undertake the retaining wall construction works. Please update the ESCP where applicable.
16. Please include details within the Earthworks Memo and on the ESCP for the management of runoff from construction of the footpath, individual pedestrian accessways and underground infrastructure that are located outside of the catchments directed to the primary sediment treatment devices.
17. Please update the earthworks plans to show the fill earthworks proposed between the existing and proposed retaining walls along the western boundary of the site.

Retaining Walls

18. Please provide a retaining wall construction methodology.
19. Please provide comments on the stability of the new retaining wall height (along the western boundary, based on the updated plans and reporting received on 5 October 2023), including if the geotechnical report needs to be updated to reflect these changes.
20. Please confirm the height of any fencing above the retaining wall proposed along the western boundary of the site.
21. Please clarify how remaining ground between the existing and proposed retaining wall to the western boundary will be finished. For example, some planting is indicatively shown in the background of RA1317.

22. For each retaining wall proposed along the northern, eastern and southern boundaries, please identify the height of the top of wall in relation to the ground level of the adjacent footpath in Compass Point Way, Pigeon Mountain Road and Ara Tai. This could be provided by adding the footpath height to the retaining wall elevations on Sheet 204. Please then provide assessment of dominance effects of the proposed retaining walls on users of these footpaths.

During the site visit, it was observed that the footpaths along Pigeon Mountain Road and Ara Tai were much lower than the ground level at the site's boundary, which would result in the retaining walls having greater dominance effects on the streetscape than if the ground level at the boundary was the same as the ground level at the footpaths.

23. Please clarify the height of the retaining walls adjacent to Units 15 to 23 and 24. While the AEE and Drawing RA0104 specifies these are a maximum of 1.5 m, Sheet 200 (where the units are numbered 14 to 22 and 23) shows that over 2 m of fill earthworks are proposed behind these walls and Sheet 204 specifies a maximum height of 2.43 m in front of Unit 16 (15 on engineering drawings) and 2.42 m in front of Unit 24 (23 on engineering drawings).
24. Please clarify the height of the retaining walls adjacent to Units 25 to 27. While the AEE and Drawing RA0104 specifies these are a maximum of 1.0 m, Sheet 200 (where the units are numbered 24 to 26) shows that over 1 m of fill earthworks are proposed behind these walls.

Dwellings and Landscaping

25. Please demonstrate whether compliance with Standard H4.6.4 Building Height would be achieved for Units 1 to 8, 15, 16 and 77 to 80 if using the average ground level method described in the definition of 'height' in Chapter J of the AUP and shown in Figure J1.4.3.
26. Please clarify whether Units 3, 4, 5, 6, 7, 15, 16, 27, 28, 29, 35, 39, 40, 50, 51, 55, 77, 78, 79, 80 would be able to comply with an average height of 8 m when undertaken the average ground level method only in relation to the footprint of that unit (rather than the building containing a row of units). As this is an accurate method to demonstrate compliance with Standard H4.6.4, please do not show this on the elevations in the architectural set.
27. Under Standard H4.6.5, the 2.5 m and 45 degree recession plane remains applicable to the site's boundary with the reserve land between the site and Ara Tai, noting that the exemption under Standard H4.6.5(2)(b) only applies to Open Space zoned areas with a width greater than 20 m. Therefore, please:
- Identify the extent to which Units 1 to 15 intrude the 2.5 m and 45 degree recession plane from the northern boundary of the site; and
 - Provide an appropriate assessment of environmental effects associated with any infringements.

A previous response to this item (which was provided in draft form) only showed the extent of infringement on elevation 1 on Drawings RA1301 and RA1302 but did not show the recession plane locations on elevations 2 and 4 of those drawings and did not provide any assessment of environmental effects. In addition, no clarification was received in regard to Unit 15 (which was Unit 14).

28. Under Standard H4.6.6, the alternative height in relation to boundary only applies to development that is within 20m of the site frontage. As Unit 1 is not within 20 m of the site frontage (the site's boundary with the reserve land between the site and Ara Tai is a side boundary, not a front boundary), please:

- a. Remove the alternative height in relation to boundary recession plane from elevation 1 on Drawing RA1301; and
- b. Provide an appropriate assessment of environmental effects associated with the infringement of Standard H4.6.5 by a maximum height of 2.1 m over a length of 12.2 m.

29. Please identify the height above existing ground level of all decks, steps and terraces within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries. If any are more than 1.5 m above existing ground levels, please identify a further infringement of Standard H4.6.7 and provide an appropriate assessment of environmental effects.

The decks and steps associated with Units 15 and 16 are expected to be greater than 1.5 m in height, given that over 2 m of fill earthworks are proposed in this area. The deck associated with Unit 24 may also be greater than 1.5 m in height.

30. Please identify those locations where the fencing above the proposed retaining walls within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries will be greater than 2.5 m in height above existing ground levels. For these locations, please identify a further infringement of Standard H4.6.7 and provide an appropriate assessment of environmental effects.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 1.3 m, such as adjacent to Units 6, 15 to 19, 25 and 30.

31. In relation to each of the following features, please either update Drawing R0201 to show these as part of impervious area or update the landscaping plans to demonstrate that they will not constitute impervious area:

- a. The stairs and paths out to the road/reserve in front of Units 1 to 41 (identified on the lodged landscape plans as exposed aggregate concrete).
- b. The communal path network, including along the front of Units 43 to 91, out to Pigeon Mountain Road and out to Ara Tai (identified on the lodged landscape plans as medium trowel concrete or exposed aggregate concrete).

- c. All external individual bin storage areas, which in the absence of detail are assumed to be impervious.
- d. The individual pavers that form part of private paths along the sides of Units 1, 15, 16 and 60, which in the absence of detail are assumed to be impervious.
- e. Any paved areas for bench setting, as had been shown Units 23 and 60.

If it is determined that the total impervious area is greater than 9,512 m², please identify the increased inconsistency with Standard H4.6.8 and update the assessment of environmental effects in relation to this inconsistency. Please also update the infrastructure report to identify the increased impervious area and specify any changes to the proposed stormwater management approach to address the increased adverse effects, including the consistency with Policy H4.3(7).

32. In relation to Standard H4.6.9 (Building coverage) Drawing RA0200, please identify whether the areas delineated on Drawing RA0200, include any part of the eaves or spouting that projects more than 750mm horizontally from the exterior wall of the building (which should not be included as part of building coverage).

As an example, it has been observed that the building coverage of Blocks E and F appear to be shown in diagram sheet RA0200 to extend further to Compass Point Way than the building floor plans.

If it is determined that the total building coverage is less than 5,695 m², please clarify whether there remains an inconsistency with Standard H4.6.9.

A previous response to this item (which was provided in draft form) confirmed that all building eaves were less than 750 mm. However, it was not clarified whether such eaves were excluded from the shown building coverage.

33. In relation to Standard H4.6.10 (Landscaped area) and Drawing RA0202:
- a. Please identify how the following elements specified in the landscape plans and shown as part of the landscaped area or permeable area delineated on Drawing RA0201 (all of which Council considers should not be included) fall within the definition of landscaped area in Chapter J of the AUP:
 - i. All areas listed in RFI item 31 above related to impervious areas, other than paths not exceeding 1.5 m in width and pavers not exceeding 650 mm in dimension.
 - ii. Any decks that are more than 1 m above finished ground levels – please identify the height of each deck to confirm this.
 - iii. Any covered decks, such as parts of the decks in front of Units 14 and 15.

- iv. The side yards of Units (numbering as per the lodged plans) 4, 5, 10, 11, 25, 26, 28, 29, 31, 32, 36, 37, 39 to 44, 46, 47, 53, 54, 57, 58, 84, 85, 88 and 89, the rear yards of Units 81 to 92 and all other areas identified on the landscape plans as pebble path.
- b. Please identify any areas beneath roof eaves less than 750 mm (but not beneath overhanging buildings identified as part of building coverage) that would fall within the definition of landscaped area in Chapter J of the AUP.
- c. Please split out the areas identified as “landscaped area” or “permeable area” into the following categories:
 - i. Areas that are grassed and planted in trees, shrubs, or ground cover plants.
 - ii. Those elements which are listed in clause (1) of the definition of landscaped area in Chapter J of the AUP, which includes terraces and uncovered decks less than 1 m in height and pavers with dimensions less than 650 mm.
 - iii. Non-permeable pathways not exceeding 1.5m in width.
 - iv. All other permeable areas that are not landscaped area as per the definition in Chapter J of the AUP should not be shown on Drawing RA0202.
- d. Please then remove exclude any individual/non-contiguous areas less than 5 m².
- e. Please then identify whether those elements which are listed in clause (1) of the definition of landscaped area in Chapter J of the AUP consist of more or less than 25% of the total landscaped area. It is noted that the currently-identified permeable area (1,740 m²) is 34.3% of the currently-identified landscaped area (5,072 m²). If this is more than 25%, please only count towards landscaped area that portion of the elements listed in clause (1) that is no more than 25% of total landscaped area (i.e. no more than a third of all other areas that form part of landscaped area).

If it is determined that the total landscaped area (when determining this in accordance with the definition in Chapter J of the AUP) is less than 5,072 m², please identify the increased inconsistency with Standard H4.6.10 and update the assessment of environmental effects in relation to this inconsistency.

- 34. Please demonstrate that the extent of landscaped area within the front yard of the site, which has been identified in the AEE as 84.8%, has been determined in accordance with the definition in Chapter J of the AUP, noting the various matters outlined in RFI item 33.
- 35. Units 70, 82, 83, 86, 87, 90 and 91 are not shown to be provided with a front door. Please clarify.

36. Please update Drawing RA0205 to ensure that the outlook space from principal living rooms of Units 61 to 92 are all position to be measured from the centre point of the largest window on the building face to which it applies, as per Standard H4.6.11(4). The provided elevations demonstrate that these outlook spaces would not be along proposed lot boundaries. Please then confirm the dimensions of the overlaps of the outlook spaces with the outdoor living spaces and outlook spaces of adjacent units.



37. Please confirm the dimension on Drawing RA0205 of the overlaps of the outlook spaces for Units 17 to 23 with the outdoor living spaces and outlook spaces of adjacent units.
38. Please clarify the extent to which pergola posts would intrude into the principal living room outlook spaces for Units 2, 4, 6, 10 and 13.



39. For the Type A dwellings, please identify the extent to which proposed louvre screens in front of the study's window intrude its outlook space.

Please update Drawing RA0206 to correct the placement of outlook spaces associated with Units 69 to 71. Drawing RA3011 demonstrates that the principal bedroom (Bedroom 1) is located over the kitchen at the rear of the dwelling, while Drawing RA0206 indicated the principal bedroom is the bedroom above the lounge and the front of the dwelling (Bedroom 2). Bedroom 1 is larger than Bedroom 2 (by around 1 m²) and so is clearly the principal bedroom.

40. Please identify and list all inconsistencies with Standard H4.6.11 and provide an assessment of environmental effects in relation to these inconsistencies.

41. Please update Drawing RA0204 to remove the following areas from the shown outdoor living spaces:
- a. Those parts with a gradient exceeding 1 in 20, such as staircases to the street and gaps between retaining walls (e.g. at Unit 15).
 - b. Those parts containing overhanging buildings (which is contrary to Standard H4.6.13(1)(d) and different from eaves less than 750 mm), such as the overhang of the study for the Type A dwellings, the overhang of the master bedroom (and study) for the Type B and C dwellings, the overhang of Bedroom 2 for the Type D dwellings and the overhang of Bedroom 1 in the Type E dwellings.

Please then identify the minimum dimension provided for each unit, including whether this is less than 4 m for any dwellings further to those identified in the AEE.

Please update the assessment of environmental effects in relation to the inconsistencies with Standard H4.6.13.

42. Please comment on whether the decks of Units 15 and 16 are of a functional size and dimension for use as the primary outdoor living space.
43. Please provide an accurate assessment of the proposal against Standard H4.6.14. The AEE specified compliance with this standard without any explanatory comments. However, a number of inconsistencies have been identified. In relation to this:
- a. Please identify those locations where the combined height of retaining walls and fencing within a 3 m yards from the eastern and southern boundaries will be greater than 1.8 m in height above the ground level at the adjacent boundary.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 0.6 m, such as adjacent to Units 16 to 21, 24, 25 and 60.
 - b. Please identify those locations where the combined height of retaining walls and fencing within a 3 m yards from the eastern and southern boundaries will be greater than 1.4 m in height above the ground level at the adjacent boundary. Please identify if this is less than 50% of the site frontage.
 - c. Please identify those locations where the combined height of retaining walls and fencing within a 1 m yard from the northern boundary will be greater than 2.0 m in height above the ground level at the adjacent boundary.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 0.8 m, such as adjacent to Units 3 to 8 and 15.
 - d. Subsequently, please list all inconsistencies with Standard H4.6.14 and provide an appropriate assessment of environmental effects.

44. Please identify those locations where the combined height of retaining walls and fencing within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries will be greater than 2.0 m in height above the ground level at the adjacent boundary. For these locations, please identify an inconsistency with Standard H4.6.14 and provide an appropriate assessment of environmental effects.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 0.8 m, such as adjacent to Units 7, 15 to 19, 24, 25 and 60.

Parking and Access

45. Please clarify where secure bicycle parking spaces are provided for Units 60 to 71 and 81, as this is not identified on any of the provided plans.

Please clarify how the bicycle parking spaces indicated for Units 42 to 59 and 72 to 80 are secure as these are not positioned behind lockable gates.

If an infringement to Standard Standard E27.6.2(6) is identified, please provide an assessment of environmental effects proposed in relation to this infringement.

46. Please confirm the width of all driveways in front of Units 1 to 22.
47. Units 24 to 41 are provided with garages with doors that have a width of approximately 5.0 m, into a room with an internal width of 5.3 m. While the plans now show these garages as only serving a single vehicle, they remain of a design that would physically allow for two vehicles to be parked.

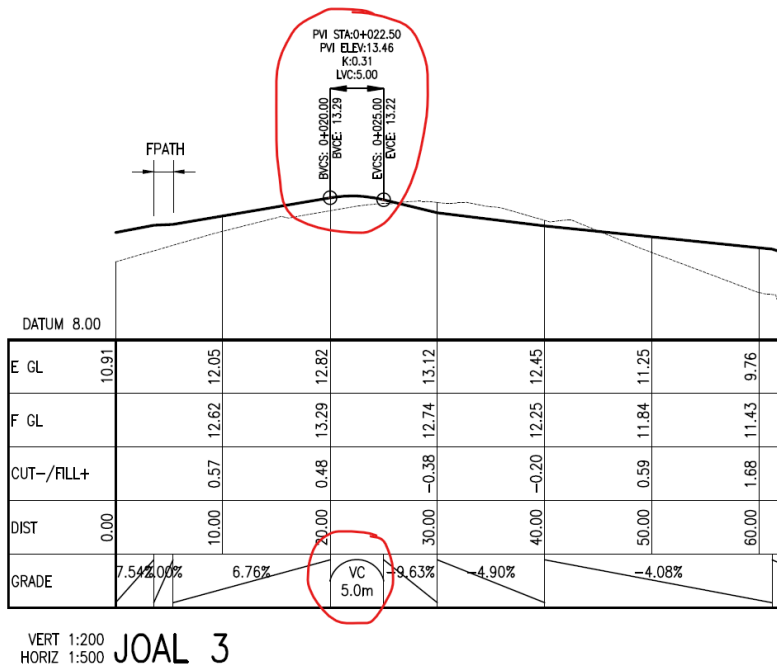
If these garages are used for two parking spaces, the second space would conflict with the bin storage areas for Units 25, 28, 31, 34 to 36, 39 and 42. Therefore, please either:

- a. Identify alternative suitable bin storage areas should the future residents choose to park a second vehicle in these garages and provide assessment of the suitability of providing a width that enables a second vehicle while being below the minimum width expectation of 5.5 m for a double garage; or
 - b. Amend the design of the garages so that it is not physically possible to accommodate two vehicles, such as by decreasing the width of the garage doors.
48. Please update Sheet 7 of the provided vehicle tracking to reflect the revised location of Unit 1.
49. Please update Sheet 15 of the provided vehicle tracking to reflect the revised location of the southern-most 90 degree parking space off JOAL 4.
50. On Sheet 22 of the provided vehicle tracking, please complete the manoeuvres from the garage of Unit 35 (shown as Lot 34) out to Compass Point Way.
51. Please provide vehicle tracking for Unit 8. Please consider whether it would be more appropriate to “flip” this typology in order to provide for greater clearance from the section of narrowed accessway and pedestrian crossing.

52. Please comment on the appropriateness of all manoeuvres existing the garages of Units 1 to 8) being required to undertake turning movements over the proposed mountable kerb footpath.
53. Please clarify whether all external parking spaces will be provided with wheel stops. This is recommended in order to avoid overhanding onto adjacent footpaths.
54. Please provide plans that demonstrate that “all footpaths will be grade separated, including at crossings” as advised in the email dated 2 October 2023.

In relation to this, please identify any implications on the gradient of parking spaces directly adjacent to pedestrian crossings, such as the parking spaces outside of Units 90 and 95.

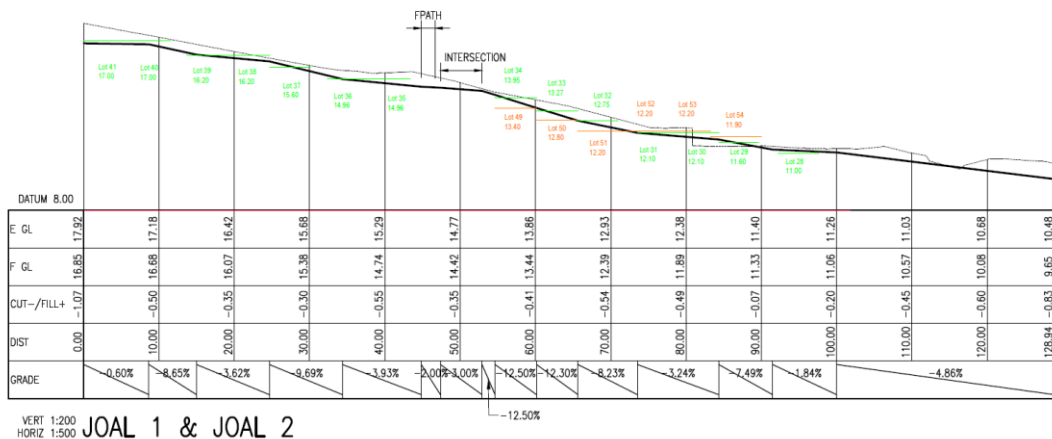
55. Please clarify how the turning area adjacent to Unit 60 will be kept clear at all times and not be used by residents as additional parking spaces.
56. Please clarify whether rubbish trucks are expected to travel along JOAL 1.
 - a. If so, please identify how the rubbish truck will be able to undertake a turning manoeuvre.
 - b. If not, please explain where bins for Units 35 to 48 are expected to be collected from.
57. Please provide a lighting plan prepared by suitably qualified lighting engineer to demonstrate that consistent and uniform lighting is proposed at communal areas where people movement is expected. JOAL and the common access areas need to ensure safe access after dark, as required under Standard E27.6.3.7. AUP recommends that lighting for pedestrian areas should be calculated in accordance with AS/NZS1158 series of standards and that is following Chapter E24 Lighting of the AUP (OP).
58. In relation to those sections of the proposed accessway that is less than 5.5 m:
 - a. Please provide dimensions of the minimum widths of each of these sections on the proposed plans, alongside the lengths where the width is less than 5.5 m.
 - b. E27.6.4.3.2(T151) specifies that “The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided” [emphasis added]. Please clarify whether clear sight lines are provided along the entire access where a width of less than 5.5 m is proposed for part of that access.
59. Please clarify whether the following transition within JOAL 3 complies with Standard E27.6.4.4(2). If an infringement is identified, please provide the relevant assessment of environmental effects associated with this (including any positive effects compared to a compliant transition).



60. Significant clarification is requested in order to demonstrate that the proposed gradients of JOALs 1 and 2 and the parking spaces for Units 34 to 60 comply with Standards E27.6.3.6(3) (maximum 5% in any direction for parking spaces), E27.6.3.6(4) (maximum 12.5% for manoeuvring areas) and E27.6.4.4(1) (maximum 12.5% for vehicle access used by heavy vehicles, measured on the inside radius).

While the provided longitudinal section for JOALs 1 and 2 shows a maximum gradient of 12.5%, there is doubt in regard to practicality of tying into adjacent garages and parking spaces while not exceeding this gradient in any direction. This doubt results from the following observations, amongst others:

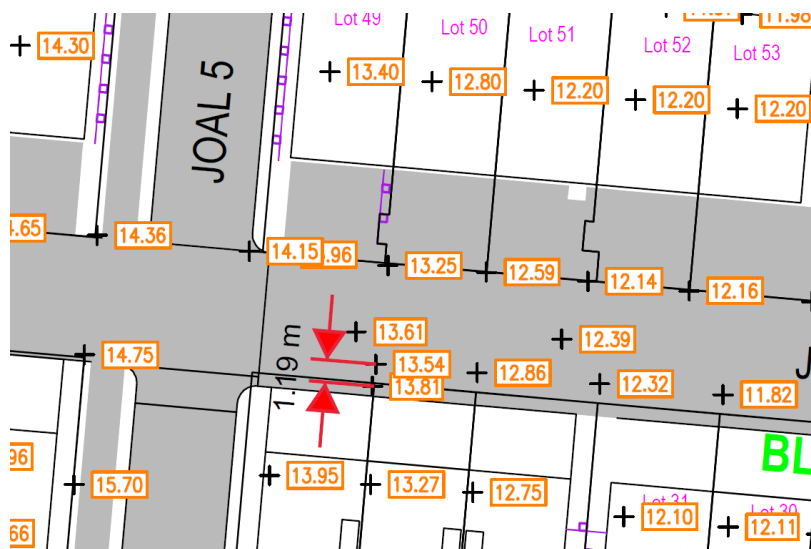
- a. The finished levels for the adjacent lots being up to 0.7 m different from the levels of the adjacent accessway, as shown on the provided longitudinal section for JOALs 1 and 2. It is further noted that the levels shown for Lots 23 to 41 are the flat levels of the proposed garages, and the levels for Lots 33 and 34 are over 0.5 m higher than level of the adjacent accessway.



- b. The 3D imagery provided within the architectural plans seemingly shows JOAL 2 is not flush with the garages of Units 23 to 41, including 'covering over' part of the garage doors.



- c. The spot heights of 13.54m and 13.81 m adjacent to Lots 33 and 34 shown on Sheet 202 are approximately 1.2 m apart, indicating a gradient of 22.7% (1 in 4.4) in this location.



- d. The parking spaces for Lots 43 to 60 commence direct against JOALs 1 and 2. Where the JOAL has a grade of more than 5%, part of those parking spaces would subsequently be more than 5%. This appears to impact the parking spaces for Lots 46, 49, 50, 51 and 54. It is calculated that an additional depth of at least 1.65 m would be required between the edge of a 12.5% grade accessway and a 5% grade parking space (with a grade of 12.5% for the transition). Therefore, in order for compliant gradients to be achieved for the parking spaces of Lot 49, its depth from the edge of the 5.5 m accessway would need to be at least 6.65 m, when it is only 5 m (when excluding consideration of a 1 m overhang).

A highly-detailed finished contour plan should be provided in order to demonstrate how the proposed levels can be achieved while complying with the relevant maximum gradients. It would also be helpful to provide sections showing the change in gradient along the tracking curves for some of the steeper manoeuvres, such as to and from the parking spaces for Lots 49 to 51 and 32 to 34.

If any infringements to Standards E27.6.3.6(3), E27.6.3.6(4) and/or E27.6.4.4(1) are identified as a result, please provide the relevant assessment of environmental effects associated with this.

61. The plans demonstrate that part of the 5 m depth for the parking spaces associated with Units 43 to 60 are to be planted. In relation to this:
- a. Please confirm the depth of this planting strip, noting that an overhang of up to 1 m is provided for by Note 2 to Table E27.6.3.1.1.
 - b. Please confirm whether the species proposed within this planting strip are suitable within a parking space overhang and would not promote vehicles not using this overhang and 'sticking out' on to the adjacent vehicle accessway.

Any structures or landscaping that can grow beyond a height of 170 mm above the car park level has the potential to hinder parking and cause damage to parked vehicles and would not be considered appropriate within a parking space overhang.

62. Please provide a context site plan that shows all details at the road frontage (both Compass Point Way and Pigeon Mountain Road) and its relationship to the location of the two-way vehicle crossings. This should include the number of traffic lanes, flush median including width, edge line markings, on street parking, street lighting pole, catch pit and any other road furniture for the full frontage of the site.

Note that any change in sign and markings will require resolution report to be approved by Auckland Transport

63. Please provide signage and markings plan (directional arrows within the boundary to route traffic flows) including analysis of how cross-roads (private) and 90-degree bends will function within JOALs. This information is required to ensure operations and safety of internal driveway traffic is maintained.
64. Please confirm if there will be any sightlines issue (visibility envelope) given 90-degree bends around the proposed driveway. Please provide assessment and accordingly provide mitigations to ensure safe ingress/egress of vehicles at all times.

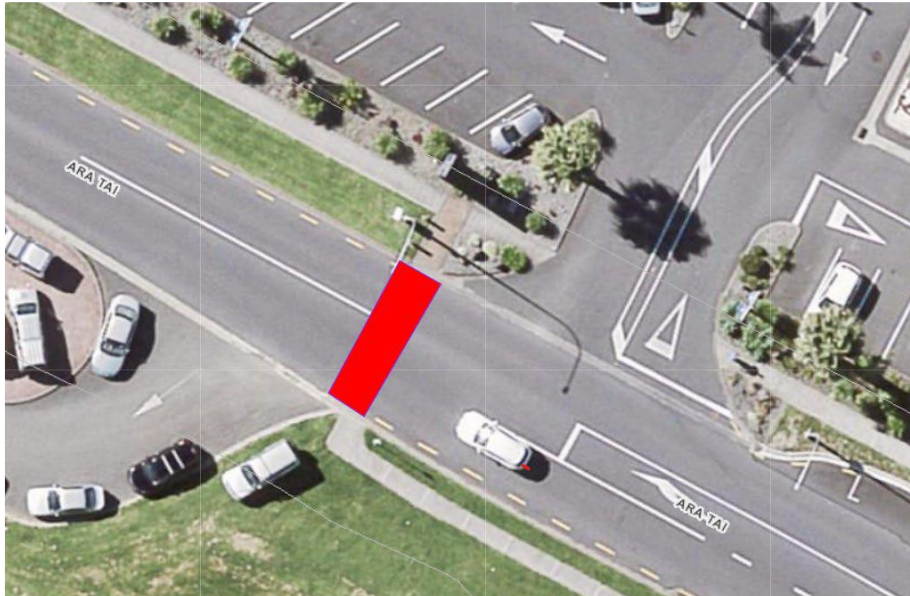
Auckland Council recommends use of convex mirror to mitigate safety effect.

65. Please provide mitigation of how slow speed environment will be maintained along the proposed JOAL.

Auckland Council suggests use of speed humps to maintain 30km/hr environment.

66. Visibility splays should be provided on either side of the vehicle crossings in accordance with Figure 3.3 of Standard ASNZS2890.1-2004 (2.0m x 2.5m splays), whereby any vegetation within the splay area should be limited to 0.6m in height and any fencing should be permeable and restricted to a maximum of 1m in height. In this regard, adequate visibility can be achieved between exiting vehicles and oncoming pedestrians. Please provide detailed analysis as to whether this can be achieved and annotate the same on the plans.
67. Please provide inter-visibility assessment around crossroads and around 90 degree bends to ensure cars can pass each other (tracking) without any blockage from infrastructure (such as fence).
68. Please show and annotate on the Engineering drawings the proposed (all) car park spaces with their associated Length, Width and depth dimensions.
69. Please provide reasoning for not providing the single vehicle crossing to Auckland Transport's commercial standards, given that it will serve 92 dwellings.
70. Visibility at the proposed vehicle crossing has been assessed using RTS6 Guidelines for Visibility at Driveways. Please provide assessment using AustRoads standards, as recommended by the Transport Design Manual.
71. The drawings have not shown tracking for large vehicles (trucks/refuse) turning into JOAL 1 and 2 from JOAL 5. Please provide tracking curves to demonstrate that trucks can safely manoeuvre into these areas considering the lack of turning head at the end of JOAL 1.
72. Regarding the footpath connection to Ara-Tai Road, the proposed development is expected to increase the demand for road crossings towards the shopping centre and bus stops. The Transport Assessment, specifically in Section 4.1 and 4.2, mentions the provision of pedestrian connections, primarily in the form of pram crossings.

Please provide mitigation measures to address pedestrian safety concerns in the specific section of the road shown below considering factors such as pedestrian traffic, crossing points, visibility and any potential challenges.



73. Please confirm whether any footpaths within the will be accessible to non-residents, and if an easement in gross will be granted for this footpath. If so, please refer to ATCOP on acceptable gradients for footpath (Table 14 Footpath Gradients).

Infrastructure and Servicing

74. The please clarify how mail services will readily access each dwelling's letterboxes. The landscape drawings show that the letterboxes for Units 42 to 92 (now Units 43 to 93) will be adjacent to the internal communal path network, where legal public access is not provided. Evidence that NZ Post would service these letterboxes should be provided. Otherwise, there may be the need to provide for communal letterboxes, with suitable access arrangements, adjacent to a public road.
75. Drawing RA0120 shows that individual bins for Units 36 to 49 would be collected from JOAL 1. However, the application has not assessed the suitability of rubbish truck access along JOAL 1, including how rubbish truck turning would occur (this has only been demonstrated for JOAL 2). Please clarify where individual bins for Units 36 to 49 would be collected from and demonstrate that those routes can be traversed by a rubbish truck without resulting in adverse traffic safety issues.
76. Please carry out and present a report on wastewater assessment to the nearest existing 300mm diameter sewer pipe as per Watercare Code of Practice.
77. Please provide comments on how the lots will connect to the power and telecommunications networks.

Stormwater Management and Flooding

Comments from Healthy Waters were provided on 28 August 2023. These comments did not support the lack of stormwater treatment and attenuation. Regard should be given to those comments went providing responses to the below matters.

78. Please clarify whether a Stormwater Management Plan has been provided to Healthy Waters independently to this resource consent application and whether that SMP has been adopted.
79. Please complete the SMP checklist provided on 28 August 2023.
80. Please confirm the existing impervious area of the site in order to understand the extent of increase proposed.
81. Please clarify the impervious area that is associated a “High contaminant generating car park” as per the definition in Chapter J of the AUP – therefore including associated accessways, manoeuvring, entries and exits. If this is more than 5,000 m², please provide an assessment against the relevant matters of control listed in section E9.7.1(1).
82. Please clarify whether the proportion of the impervious area associated a “High contaminant generating car park” in relation to the total proposed impervious area. Where this is more than 50%, please specify how all impervious areas will be treated by a stormwater management device as required by Standard E9.6.1.3(4) (or E9.6.2.1(3)).
83. Please confirm the locations of the proposed Stormwater360 treatment devices on the engineering plans, in order to demonstrate that these will service all applicable impervious areas as per section E9 of the AUP.
84. The proposal includes the redirection of an overland flow path, including the amendment to the exit point at the site boundary. The AEE states that “*The flow has a catchment less than 4ha therefore does not require further assessment under the AUP*” – however, this is incorrect, as the definition of overland flow path in Chapter J of the AUP excludes catchments less than 4,000 m². The overland flow path at the site has a catchment of between 4,000 m² and 1 ha (the infrastructure report estimates this to be 5,485 m²) and therefore:
 - a. Please identify rule E36.4.1(A41) and the infringement of Standard E12.6.2(12) as reasons for consent associated with the change to the overland flow path exit point and provide the associated assessment of environmental effects.
 - b. Please identify rule E36.4.1(A42) as a reason for consent associated with the establishment of buildings and structures within the (existing) overland flow path and provide the associated assessment of environmental effects.

The assessment of environmental effects must incorporate the special information requirements specified in section E36.9 of the AUP.

As part of this response, please provide a plan showing the pre and post development overland flow path alignment and the changes to flow.

Works within public reserve and road berms

85. Please clarify whether an application has been made to Auckland Council for Land Owner Approval in order to complete all works proposed within the public reserve between the site and Ara Tai.
86. Please confirm whether works associated with the existing pohutukawa trees within the reserve land will comply with the following standards. If they will not, please identify any additional reasons for consent and provide the relevant assessment of environment effects.
 - a. For any tree trimming or alteration, Standard E16.6.1.
 - b. For any works within the protected root zones, Standard E16.6.2.
87. Please clarify the grades of the pedestrian paths proposed within the public reserve and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 1 to 15.
88. Please clarify the grades of the individual path connections proposed within berm of Pigeon Mountain Road and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 16 to 22.
89. Please clarify the grades of the individual path connections proposed within berm of Compass Point Way and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 23 to 41.
90. Please demonstrate the practicality of establishing the proposed paths within the public reserve and the path connections in the adjacent road berms and advise of any additional earthworks or retaining structures that would be necessary to complete these works. If an additional works would be required, please identify any further reasons for resource consent and provide an appropriate assessment of environmental effects.
91. Please clarify whether you would accept conditions of consent that prevent construction of Units 1 to 16 and section 224(c) certification for the proposed subdivision prior to the completion of all proposed footpaths within the public reserve. If this is not accepted, please provide assessment of urban design and traffic safety effects associated with pedestrian access to Units 1 to 16 solely being from JOAL 4.

It would be at the applicant's risk as to whether all necessary approvals, including Land Owner Approval, for those paths could be obtained. Approval of the resource consent would not guarantee that all other necessary approvals are granted.

92. Please clarify whether you would accept conditions of consent that prevent construction of Units 17 to 23 and section 224(c) certification for the proposed subdivision prior to the completion of individual path connections to the footpath along Pigeon Mountain Road. If this is not accepted, please provide assessment of urban design and traffic safety effects associated with pedestrian access to Units 17 to 23 solely being from JOAL 4.

It would be at the applicant's risk as to whether all necessary approvals for those path connections could be obtained. Approval of the resource consent would not guarantee that all other necessary approvals are granted.

93. Please clarify whether you would accept conditions of consent that prevent construction of Units 24 to 42 and section 224(c) certification for the proposed subdivision prior to the completion of individual path connections to the footpath along Compass Point Way. If this is not accepted, please provide assessment of urban design and traffic safety effects associated with pedestrian access to Units 24 to 42 solely being from JOAL 1 or JOAL 2.

It would be at the applicant's risk as to whether all necessary approvals for those path connections could be obtained. Approval of the resource consent would not guarantee that all other necessary approvals are granted.

Subdivision

As subdivision plans reflecting the updated architectural plans have not been provided, all references to Lots in the RFI items below are to the lodged scheme plan.

94. The scheme plan appears to suggest that the lots solely containing external parking space lots would be created as separate landlocked sites with their own Records of Title, which is not acceptable to Council. Please either:
- a. Confirm what amalgamation conditions are proposed in order to ensure that the parking space lots are held with one of the dwelling lots; or
 - b. Identify what parameters will be followed when determining amalgamations at section 223 stage. For example, it could be identified that certain groups of parking space lots would be attributed to certain groups of dwelling lots.
95. As outlined in [Council's Standard Conditions Manual for Subdivision](#), Council must ensure that appropriate consent conditions are in place to enable the continued operation and maintenance of the privately-owned common infrastructure over its lifetime. For this application, this applies to the common accessway, footpaths, rubbish bin enclosures and bicycle storage areas within the proposed commonly owned access lots. Please confirm the intention for either a common entity, resident association or incorporated society to be established that would be responsible for the ongoing operation, maintenance and repair of the access (which the owners of all lots would be required to be members of), or otherwise identify an alternative method by which this would be achieved.
96. Please confirm whether the following condition of consent can be adopted as part of the proposal:

The subdivision must be undertaken in accordance with the land use resource consent referenced as LUC60419133 (BUN60419132).

To ensure that this condition is complied with on a continuing basis, the following must be registered as a consent notice on the records of title to be issued for all lots:

“This lot has been created in accordance with approved land use resource consent LUC60419133 (BUN60419132). All development on this lot must be in accordance with the approved land use resource consent referenced as LUC60419133 (BUN60419132), including all its conditions.

In particular, there must be no increase to impervious area, increase in building coverage or decrease in landscaped area from that shown in the lot on the plans stamped and referenced by the council as resource consent number LUC60419133 (BUN60419132), in order to ensure that any adverse future development effects arising as a result of the subdivision are avoided.

If land use resource consent LUC60419133 (BUN60419132) lapses prior to being given effect to, then a new land use resource consent will be required, unless the proposed use and development of the lot is otherwise able to be undertaken as a permitted activity.”

If this condition is not adopted in full, please identify how the creation of any future development effects as a result of the distribution of impervious area, building coverage or landscaped area will be avoided. This could be achieved through imposing restrictions on increased in impervious area and building coverage or reductions in landscape area for specific lots, following an assessment of each of these coverages for each of the proposed allotments.

97. The AEE identifies that “two new roads and accessways will either be vested with Council or managed by a Residents Association allowing for access and improving pedestrian accessibility”. However, the scheme plan does not show any lots to be vested in Council. Please confirm that all roads and accessways will be held in Lot 200 and managed by a residents association (or similar, as per the response to the item above), with none vested in Council.
98. The inclusion of landscaped areas, cycle storage areas, rubbish bin storage areas and pedestrian paths – all of which are not intended to be trafficable by vehicles – within a commonly-owned access lot containing a vehicle accessway is in conflict with section 298 of the Property Law Act 2007, which gives all owners of a share in a access lot that includes a driveway the right to pass and repass over all of the COAL, including the right to have the COAL kept free of obstructions at all times.

Council’s preference is for either:

- a. Additional commonly own lots to be created for non-trafficable areas, separate to a COAL for the accessway; or
- b. Lot 200 to be owned by an incorporated society that the owners of all other lots are required to be members of (this would result in the requirements of section 298 of the Property Law Act 2007 not being applicable).

Please advise whether you will make any changes to the subdivision scheme plans based on this advice.

Changes to the Proposal

99. Should any changes be made to the proposal in conjunction with the response to this section 92 request, please provide all information necessary to satisfy the requirements of Schedule 4 of the RMA for those changes. This includes any additional assessment (to the satisfaction of Council) related to any new reasons for consent or any new or increased infringement of or inconsistency with any relevant AUP standards.

Providing the information

Please provide this information in writing within 15 working days¹ (before 14 November 2023). If you will not be able to provide the information by that date, please contact me before then to arrange an alternative time. We will not work on your application any further until either you provide this information, or you state that you refuse to provide it.

Note: If you will require more than 15 working days to provide this further information, I will seek that you agree to an extension of time under [section 37](#) of the Resource Management Act 1991 (the RMA). This will enable appropriate time for me to undertake the necessary review of the information once provided.

Refusing to provide the information

If you refuse to provide the information, or if you do not submit the information to us within 15 days (or by another other agreed time), the RMA requires that we publicly notify your application.²

If this happens, you will be required to pay the notification fee of \$20,000 in full before we proceed with the notification of your application.³

Next steps

Once you have provided the requested information, I will review what you have provided to make sure it adequately addresses all of the points of this request.

In the application acceptance letter, I described the statutory timeframe for our decision on your application. The time for you to respond to this further information request will be excluded from this timeframe⁴. I will be able to give you an updated forecast on a decision date on request once you have provided the information requested above.

¹ Section 92A(1) of the RMA

² Section 95C of the RMA

³ Section 36AAB(2) of the RMA

⁴ Section 88C(2) of the RMA

Suggested changes/recommendations – not pursuant to section 92 of the RMA

1. A detailed assessment of the proposal has identified a significant number of new and increased infringements to AUP standards, including potential infringement to almost every standard of the Mixed Housing Suburban zone. This indicates an overdevelopment of the site that is unsupported by operative plan provisions. It is strongly recommended that the proposal be amended to reduce the number and extent of infringements to AUP standards, including by reducing the number of dwellings proposed (assuming the same typologies are retained).
2. Council's Urban Designer (Nick Denton) has completed a Preliminary Design Review of the proposal, identifying preliminary design opportunities and concerns from our initial design assessment. You are strongly encouraged to consider the following matters further:
 - a. Building intensity and street interfaces:
 - Further consideration has been given to the intensity of the development and its interfaces with its surrounding environment. I agree with the applicant's urban design assessment by Ian Munro that the site is well located to amenity and transport options, and represents an opportunity to transition from the Business – Local Centre Zone to the wider surrounding Mixed Housing Suburban Zone.
 - While I generally agree with the urban design assessment that a more significant urban edge has been proposed to Ara Tai fronting the marina, the frontage of Compass Point Way does not achieve a suitable transition and interface of intensity to the residential amenity of this street.
 - An overlay of building footprints in the context of the wider site shows development at Compass Point Way that is more similar in scale and intensity to units fronting Ara Tai than the existing dwellings of Compass Point Way. In comparison, it is noted the applicant's urban design assessment considers the Ara Tai interface "compatible with and if anything will positively contribute to the existing character of the commercial centre environment."



Compass Point Way:

- The strategy for setting building form for Compass Point Way at the level of the street, with vehicle access to the rear and pedestrian entry to the street is positive. The frontages have also been revised since lodgement to only have an infringement to the front yard of approximately 500mm from projections at the upper floors. The increase in front yard to at least 2.5m is expected to accommodate more significant planting in revised landscape plans once received and that will offer some mitigation of the building form.
- While the strategy of limiting development to duplexes and triplexes similar in scale to the existing larger detached dwellings is supported, the small breaks between the attached units creates a sense of scale and intensity overall that is significantly higher than the existing residential amenity of Compass Point Way, especially from oblique angles as a pedestrian walking along this street.
- The material design of the units is well considered but overall, it is busy with a mix of materials that draws further attention to the overall scale of the attached blocks, rather than a simpler, calmer design that breaks the form into legible units with their own sense of address. Consistent flat roof profiles to the street further emphasis the overall mass of the block rather than of smaller individual units.



3LK F)

- It is strongly recommended that the number of units and the separation between blocks is reconsidered to achieve an appropriate transition of scale and intensity to Compass Point Way. A more significant break in form or variation in yard depth and block position would also help create a greater sense of spaciousness to the Compass Point Way frontage.
- While front yard landscaping is generally positive, the overall landscaped area for the site is much less than expected by the zone at 33.4%, or 371m² below the standard. It is noted a purpose of this standard is to “maintain the landscaped character of the streetscape within the zone” which is considered to include the space between buildings, not just front yards.

Pigeon Mountain Road:

- I generally agree that development to Pigeon Mountain Road achieves an appropriate transition from the local centre marina to the suburban amenity further south. This is because Pigeon Mountain Road itself is reasonably wide, with little to no connection to properties to the east which all front Poseidon Place, leaving the road to draw a stronger character from the local centre to the north than suburban development to the east. The end units of Block H and E and the breaks between them facing towards Pigeon Mountain Road also contribute to a reduction and transition in intensity to the south.
- A greater break where the pedestrian link to Pigeon Mountain Road is located has previously been discussed with the applicant and this has not been pursued.
- Effective landscaping to this interface especially for the southern part of Pigeon Mountain Road will be critical to resolve this transition. For example, a greater amount of landscape to the eastern part of JOAL 2 between Block H and E where a loading bay is located would give better effect to this transitional interface and streetscape.

Western boundary interface:

- While the set-down of the dwellings to the western boundary has led to some poor internal amenity effects, the result has been to mitigate immediate intensity effects towards these western neighbours who maintain views out and across the proposed development. However, this will also emphasise to these existing dwellings the overall scale and intensity of the development, rather than being screened by dwellings at the interface.

- b. Pedestrian safety and JOAL design:
 - I agree with the urban design assessment that JOALs 1 & 2 should be more legible as a service lane rather than primary shared road to deter primary pedestrian usage. Specific pavement treatment to differentiate the whole service lane including entries from primary circulation zones is recommended.
 - c. Western boundary landscape treatment:
 - While it is acknowledged that units 81-92 are orientated so as to provide their primary living, outlook and outdoor space to the east, the small western outdoor space remaining provides the opportunity for a shaded courtyard space with careful landscape design.
 - While the difficulty of planting the remaining part of ground between the existing and new retaining walls is noted, it is strongly recommended that a self-sufficient species is found with low maintenance and common irrigation would provide significant benefit to both residents and any potential views from western neighbours.
3. The application has been reviewed by Council's Waste Plan Consents team, who have raised the following matters for the applicant to consider:
- a. Could there be a once fortnightly rather than once weekly collection of recyclables from the communal areas, so the collection frequency is the same for the whole development?
 - b. If council service is not possible in particular for a food scraps collection, this service should be provided to the units with their own bins, not just the communal areas.
2. Council does not support the infringement of Standard E27.6.2(8), with the required loading space not being provided, as the proposed JOAL will be heavily shared amongst active mode transport and loading space utilising informal space around the JOAL is not supported. It is further noted that all adjoining roads are subject to NSAAT lines, preventing loading occurring the road (legally). It is recommended that provision be made for an on-site loading space.
3. Please advise of the outcomes of any discussions with Ngāi Tai Ki Tāmaki following their interest in both this resource consent and the supporting water permit application (WAT60423590).
4. Council has received a significant volume of feedback from the public on this resource consent application. While a decision on notification is not yet made, there are a few matters that may make notification of the application desirable. On this basis, please advise whether you would request that this application be publicly notified as provided for under section 95A(3) of the RMA.

If you have any queries, please contact me at aaron@civilplan.co.nz and quote the application number above.

Yours sincerely,

Aaron Grey
Consultant Planner

17 November 2023

Campbell Brown Planning Limited
PO Box 147001
Ponsonby
Auckland 1144

Attention: Yujie Gao

Dear Yujie,

Resource consent application – Further information request

Application number(s):	WAT60423590
Applicant:	HND HMB Limited
Address:	3 Pigeon Mountain Road, Half Moon Bay
Proposed activity(s):	Groundwater diversion arising from earthworks proposed by application BUN60419132

This letter is a request for further information that will help me better understand your proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

Requested information

1. Please provide the predicted maximum total settlement for each dwelling of the dwellings located at 76 to 84 Compass Point Way.
2. Please provide the calculations for the predicted maximum differential settlement for each dwelling of the dwellings at 76 to 84 Compass Point Way.
3. Clarification is required for the total number of Deflections marks.

Note: Seven markers are shown on the proposed retaining wall on the monitoring plan as DM1 to DM7. However, the trigger level Table in the report (page 18) indicates eight markers as DM1-8.

4. Specific alert and alarm trigger levels are required for the DM's - which reflect the predicted the wall deflection and 70% of the deflection e.g DM3 appears to be located in the vicinity of Section 3 where 12m long 750mm diameter RC piles at 1.5m c/c spacing are proposed hence the alert trigger level should be 70% of 21mm (see Table 8) i.e 15mm and the alarm trigger level should be 21mm. Please confirm.
5. Please confirm any monitoring required for the existing retaining walls located at the western boundary. If not, justification is required.

- Council would expect to see pre and post construction detailed condition surveys of the dwellings at 76 to 84 Compass Point Way and pre and post construction detailed condition CCTV of the 150mm diameter uPVC sewer pipe and the 300mm diameter concrete stormwater pipe in the rear gardens of 76 to 84 Compass Point Way. Please confirm.

Providing the information

Please provide this information in writing within 15 working days¹ (before 8 December 2023). If you will not be able to provide the information by that date, please contact me before then to arrange an alternative time. We will not work on your application any further until either you provide this information, or you state that you refuse to provide it.

Note: If you will require more than 15 working days to provide this further information, I will seek that you agree to an extension of time under [section 37](#) of the Resource Management Act 1991 (the RMA). This will enable appropriate time for me to undertake the necessary review of the information once provided.

Refusing to provide the information

If you refuse to provide the information, or if you do not submit the information to us within 15 days (or by another other agreed time), the RMA requires that we publicly notify your application.²

If this happens, you will be required to pay the notification fee of \$20,000 in full before we proceed with the notification of your application.³

Next steps

Once you have provided the requested information, I will review what you have provided to make sure it adequately addresses all of the points of this request.

In the application acceptance letter, I described the statutory timeframe for our decision on your application. The time for you to respond to this further information request will be excluded from this timeframe⁴. I will be able to give you an updated⁴ forecast on a decision date on request once you have provided the information requested above.

If you have any queries, please contact me at aaron@civilplan.co.nz and quote the application number above.

Yours sincerely,

Aaron Grey
Consultant Planner

¹ Section 92A(1) of the RMA

² Section 95C of the RMA

³ Section 36AAB(2) of the RMA

⁴ Section 88C(2) of the RMA

16 June 2023

Campbell Brown Planning Limited
PO Box 147001
Ponsonby
Auckland 1144

Attention: Yujie Gao

Dear Yujie,

Resource consent application – Further information request

Application number(s):	BUN60419132 (LUC60419133, SUB60419134)
Applicant:	HND HMB Limited
Address:	3 Pigeon Mountain Road, Half Moon Bay
Proposed activity(s):	92 dwellings, including earthworks, access, parking and subdivision

Further to my letter of 12 June 2023 where I confirmed that your application was accepted for processing, I have now reviewed your application and inspected the site.

This letter is a request for further information that will help me better understand your proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

Requested information

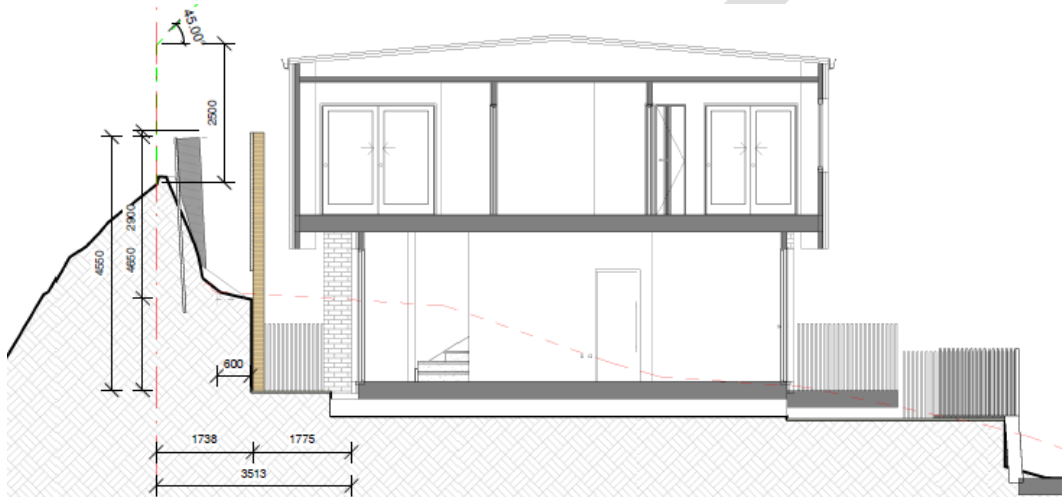
Earthworks

1. Please provide evidence (e.g. comments from a suitably qualified professional) to demonstrate that construction noise and vibration levels will comply with permitted noise and vibration levels set out in Standards E25.6.27 and E25.6.30(1) of the AUP. Council is concerned that unless works are managed carefully, compliance will not be practicable when assessed at 76, 78, 80, 82 and 84 Compass Point Way during retaining wall construction, cut and fill works, compaction works and road construction works carried out within approximately 10-15m of the western site boundary.

Dwellings and Retaining Walls

2. Please clarify the retaining wall and fencing outcome to the rear of Units 81 to 92, noting that:
 - a. The application material specifies that the existing retaining wall will be maintained and a new retaining wall will be constructed in front of this (approximately 1.7 m from the boundary);

- b. Sheet 203 specifies the height of the proposed retaining wall being the difference between proposed finished ground levels and the bottom of the existing retaining wall (i.e. a stepped retaining wall);
- c. Drawing L112 does not specify any fencing on top of the proposed retaining wall, but shows a 1.8 m fence at the existing boundary (top of the existing retaining wall);
- d. Drawing RA1401 appears to show that a fence will be constructed above the proposed retaining wall to a height up to the top of the existing retaining wall (refer below);



- e. During the site visit, the applicant indicated that the area between the existing retaining wall and the proposed retaining wall (and fence indicated on Drawing RA1401) would be backfilled; and
- f. Sheet 200 does not show any earthworks between the existing and proposed retaining walls.

In particular, please confirm:

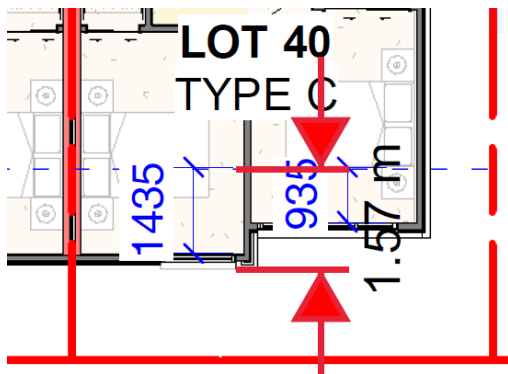
- g. The height at the top of the proposed retaining wall (is this consistently the same as the bottom of the existing retaining wall?).
 - h. The height of any fencing above the proposed retaining wall (noting that a fence above this wall will likely be required by the Building Code where the fence is more than 1 m in height).
 - i. Whether any fill earthworks are proposed between the existing and proposed retaining walls (and its fence).
3. Based on the response to RFI item 2, please provide further commentary regarding the extent to which Units 81 to 92 are provided with access to daylight and sunlight as required by Policy H4.3(5)(b).

4. While intrusions of the 8 m height plane are noted, please clarify for each intrusion, whether:
 - a. Where the intrusion is only by roofs with slopes of 15 degrees or more, the height of the roof is more than double the height of the intrusion, resulting in the intrusion being provided for by Standard H4.6.4 (refer Figure H4.6.4.1) – it appears that this may be the case for the intrusions by Units 3 to 6.
 - b. Compliance would be achieved when determining maximum height in accordance with the average ground level method described in the definition of 'height' in Chapter J of the AUP and shown in Figure J1.4.3, to be determined in relation to each individual building – it appears that this may be the case for the intrusions by Units 15, 26 to 41 and 45 to 56.
5. Under Standard H4.6.5, the 2.5 m and 45 degree recession plane remains applicable to the site's boundary with the reserve land between the site and Ara Tai, noting that the exemption under Standard H4.6.5(2)(b) only applies to Open Space zoned areas with a width greater than 20 m. Therefore, please:
 - a. Identify the extent to which Units 1 to 14 intrude the 2.5 m and 45 degree recession plane from the northern boundary of the site; and
 - b. Provide an appropriate assessment of environmental effects associated with the infringements.
6. Please identify on elevation 4 on Drawing RA1301 the extent to which Lot 1 intrudes the 2.5 m and 45 degree recession plane from the eastern boundary in order to confirm that this is consistent with the exemption provided in Standard H4.6.5(5).
7. The AEE refers to an intrusion by Unit 92 into the 2.5 m and 45 degree recession plane from the eastern boundary that is consistent with the exemption provided in Standard H4.6.5(5). However, the elevations provided on Drawing RA1314 does not show any intrusion. Please clarify.
8. For each retaining wall proposed along the northern, eastern and southern boundaries, please identify the height of the top of wall in relation to the ground level of the adjacent footpath in Compass Point Way, Pigeon Mountain Road and Ara Tai. This could be provided by adding the footpath height to the retaining wall elevations on Sheet 204. Please then provide assessment of dominance effects of the proposed retaining walls on users of these footpaths.

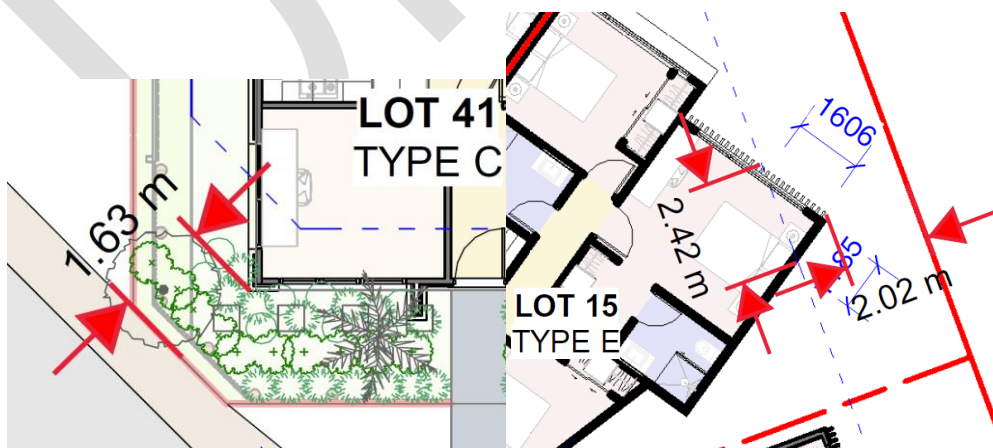
During the site visit, it was observed that the footpaths along Pigeon Mountain Road and Ara Tai were much lower than the ground level at the site's boundary, which would result in the retaining walls having greater dominance effects on the streetscape than if the ground level at the boundary was the same as the ground level at the footpaths.

9. Please clarify the height of the retaining walls adjacent to Units 14 to 17 and 23. While the AEE and Drawing RA0104 specifies these are a maximum of 1.5 m, Sheet 200 shows that over 2 m of fill earthworks are proposed behind these walls and Sheet 204 specifies a maximum height of 2.43 m in front of Unit 15 and 2.42 m in front of Unit 23.

10. Please clarify the height of the retaining walls adjacent to Units 24 and 26. While the AEE and Drawing RA0104 specifies these are a maximum of 1.0 m, Sheet 200 shows that over 1 m of fill earthworks are proposed behind these walls.
11. Please clarify the proposed set back of Blocks E and F from Compass Point Way. Drawing RA0100 shows a yard intrusion of 1.049 m, associated with the ground/mid level, Drawing RA0151 shows a yard intrusion of 0.857 m for Block E and 0.980 m for Block F, associated with the ground/mid level, Drawing RA0152 shows a yard intrusions of 1.435 m and 0.935 for both Blocks E and F, associated with the upper level, while Drawings RA1306 and RA1307 do not show any upper level overhangs on the side elevations. It also appears that the provided dimensions for the yard intrusions are to the internal wall rather than the exterior face of the wall (refer below), which leads to misleading and inaccurate assessment of the proposal. If the front yard intrusion of Blocks E and F is greater than that identified in the AEE, please update the assessment. If the intrusion is over 1.5 m, as indicated below, then please acknowledge that this setback would also be infringing the MDRS standard, indicating that this outcome is inconsistent with the neighbourhood's planned urban built character.



12. Please identify the minimum setbacks of Units 15, 23 and 41 by measuring perpendicular to the road boundary rather than to the proposed building facades. Then please identify the length of the building parallel to the road boundary that intrudes the front yard.



Please note that the intrusions by Lots 1, 2 and 14 into a 3 m yard from the northern boundary of the site are not infringements of Standard H4.6.7 as this boundary is a side boundary (adjoining the Council reserve land) rather than a front boundary (as it does not adjoin the road corridor of Ara Tai).

13. Please demonstrate that the architectural features proposed out from the northern façades of Units 2, 4, 6, 8 and 11 do not intrude into the 1 m yard from the northern boundary.
14. Please identify the height above existing ground level of all decks, steps and terraces within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries. If any are more than 1.5 m above existing ground levels, please identify a further infringement of Standard H4.6.7 and provide an appropriate assessment of environmental effects.

The decks and steps associated with Units 14 and 15 are expected to be greater than 1.5 m in height, given that over 2 m of fill earthworks are proposed in this area. The deck associated with Unit 23 may also be greater than 1.5 m in height.

15. Please identify those locations where the fencing above the proposed retaining walls within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries will be greater than 2.5 m in height above existing ground levels. For these locations, please identify a further infringement of Standard H4.6.7 and provide an appropriate assessment of environmental effects.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 1.3 m, such as adjacent to Units 6, 14 to 18, 24 and 59.

16. The following elements specified in the landscape plans are not shown as part of the impervious area delineated on Drawing RA0201 (all of which Council considers should be included):
 - a. The full extent of the driveway paved area into Units 1 to 22, including the path extensions to front doors (identified on the landscape plan as exposed aggregate concrete).
 - b. The stairs and paths out to the road/reserve in front of Units 1 to 41 (identified on the landscape plan as exposed aggregate concrete).
 - c. The communal path network, including the north-south axis and along the front of Units 42 to 64 and 81 to 92 (identified on the landscape plan as medium trowel concrete).
 - d. The stairs and paths out to the communal path network in front of Units 60 to 71 and 81 to 92 (identified on the landscape plan as exposed aggregate concrete).
 - e. The paths out to the accessway in front of Units 72 to 76 and 78 to 80 (identified on the landscape plan as exposed aggregate concrete) – the path in front of Unit 77 has been shown as impervious area.

- f. The stairs and path to the communal bin storage area in front of Unit 91 (identified on the landscape plan as exposed aggregate concrete).
- g. Pavement between the driveway and communal bin storage areas next to Units 71 and 72 (identified on the landscape plan as exposed aggregate concrete).
- h. The roofed communal bicycle parking area adjacent to Unit 64.
- i. For all units providing these, external individual bin storage areas, which are assumed to be paved.
- j. Unless these can be confirmed as being pervious, the individual pavers that form part of private paths along the sides of Units 1, 14, 15 and 59.
- k. The bench seating paved areas between Units 22 and 59.

Please clarify why each of these elements are not included as impervious area. If it is determined that the total impervious area is greater than 9,512 m², please identify the increased inconsistency with Standard H4.6.8 and update the assessment of environmental effects proposed in relation to this inconsistency. Please also update the infrastructure report to identify the increased impervious area and specify any changes to the proposed stormwater management approach to address the increased adverse effects, including the consistency with Policy H4.3(7).

Please note that under the definitions in Chapter J of the AUP, impervious area and landscaped area are not the inverse of each other. Drawings RA0201 and RA0202 appear to have been prepared on this basis. There will be a number of instances where elements of the proposal are both impervious area and landscaped area (e.g. non-permeable pathways not exceeding 1.5m in width).

17. In relation to Standard H4.6.9 (Building coverage) Drawing RA0200, please identify whether the areas delineated on Drawing RA0200, include any part of the eaves or spouting that projects more than 750mm horizontally from the exterior wall of the building (which should not be included as part of building coverage).

If it is determined that the total building coverage is less than 5,695 m², please clarify whether there remains an inconsistency with Standard H4.6.9.

18. In relation to Standard H4.6.10 (Landscaped area) and Drawing RA0202:
- a. Please identify how the following elements specified in the landscape plans and shown as part of the landscaped area or permeable area delineated on Drawing RA0201 (all of which Council considers should not be included) fall within the definition of landscaped area in Chapter J of the AUP:
 - i. All areas listed in RFI item 16 above related to impervious areas, other than paths not exceeding 1.5 m in width and pavers not exceeding 650 mm in dimension.

- ii. Any decks that are more than 1 m above finished ground levels – please identify the height of each deck to confirm this.
 - iii. Any covered decks, such as parts of the decks in front of Units 14 and 15.
 - iv. The side yards of Units 4, 5, 10, 11, 25, 26, 28, 29, 31, 32, 36, 37, 39 to 44, 46, 47, 53, 54, 57, 58, 84, 85, 88 and 89, the rear yards of Units 81 to 92 and all other areas identified on the landscape plans as pebble path.
- b. Please identify any areas beneath roof eaves less than 750 mm (but not beneath overhanging buildings identified as part of building coverage) that would fall within the definition of landscaped area in Chapter J of the AUP.
 - c. Please split out the areas identified as “landscaped area” or “permeable area” into the following categories:
 - i. Areas that are grassed and planted in trees, shrubs, or ground cover plants.
 - ii. Those elements which are listed in clause (1) of the definition of landscaped area in Chapter J of the AUP, which includes terraces and uncovered decks less than 1 m in height and pavers with dimensions less than 650 mm.
 - iii. Non-permeable pathways not exceeding 1.5m in width.
 - iv. All other permeable areas that are not landscaped area as per the definition in Chapter J of the AUP should not be shown on Drawing RA0202.
 - d. Please then remove exclude any individual/non-contiguous areas less than 5 m².
 - e. Please then identify whether those elements which are listed in clause (1) of the definition of landscaped area in Chapter J of the AUP consist of more or less than 25% of the total landscaped area. It is noted that the currently-identified permeable area (1,740 m²) is 34.3% of the currently-identified landscaped area (5,072 m²). If this is more than 25%, please only count towards landscaped area that portion of the elements listed in clause (1) that is no more than 25% of total landscaped area (i.e. no more than a third of all other areas that form part of landscaped area).

If it is determined that the total landscaped area (when determining this in accordance with the definition in Chapter J of the AUP) is less than 5,072 m², please identify the increased inconsistency with Standard H4.6.10 and update the assessment of environmental effects proposed in relation to this inconsistency.

- 19. Please demonstrate that the extent of landscaped area within the front yard of the site, which has been identified in the AEE as 84.8%, has:
 - a. Been determined in accordance with the definition in Chapter J of the AUP, noting the various matters outlined in RFI item 18; and
 - b. Relates only to the 3 m yard from the eastern and southern boundaries and not the northern boundary adjoining the reserve.

If it is determined that landscaped area within the front yard is less than 50%, please identify the additional inconsistency with Standard H4.6.10 and update the assessment of environmental effects in relation to this inconsistency.

20. The view in the AEE that all units comply with outlook space requirements is disputed and not all required outlook spaces have been shown on Drawings RA0205 and RA0206.

Please update Drawings RA0205 and RA0206 to ensure that all outlook spaces are positioned to be measured from the centre point of the largest window on the building face to which it applies, as per Standard H4.6.11(4). If located correctly, the principal living room outlook spaces for all Type A, D and E dwellings would be partly extending across into the outdoor living areas of adjacent buildings (contrary to Standard H4.6.11(9)(c)) or would partly intrude into an adjacent wall (contrary to H4.6.11(9)(a)).

Please clarify the extent to which pergola posts would intrude into the principal living room outlook spaces for Units 2, 4, 6, 8 and 11.

Please identify the extent of overlap of the principal living room outlook spaces for Units 60 to 64 and 65 to 69) with each other and outdoor living spaces of other dwellings.

Please update Drawing RA0206 to identify a 1 m by 1 m outlook space from all studies within Type A and B dwellings. For Type A dwellings, please identify the proposed louvre screens in front of the study's window as part of a building within this outlook space.

Please update Drawing RA0206 to identify a 1 m by 1 m outlook space from Bedroom 4 of Units 14 and 15.

Please update Drawing RA0206 to correct the placement of outlook spaces associated with the Type D dwellings. Drawing RA3011 demonstrates that the principal bedroom (Bedroom 1) is located over the kitchen at the rear of the dwelling, while Drawing RA0206 indicated the principal bedroom is the bedroom above the lounge and the front of the dwelling (Bedroom 2). Bedroom 1 is larger than Bedroom 2 (by around 1 m²) and so is clearly the principal bedroom. Given that Units 81 to 92 are set back less than 3 m from the eastern boundary, correct outlook spaces from the principal bedrooms are anticipated to overlap this boundary.

Based on the response to RFI item 2, please clarify whether the outlook space from Bedroom 1 in Units 81 to 92 is intruded by a retaining wall and/or fence.

Subsequently, please identify and list all inconsistencies with Standard H4.6.11 and provide an assessment of environmental effects in relation to these inconsistencies.

21. Based on the response to RFI item 2, please clarify whether by a retaining wall and/or fence would conflict with achieving the daylight angle under Standard H4.6.12 from Bedroom 1 in Units 81 to 92. If an inconsistency with this standard is identified, please provide an assessment of environmental effects in relation to this.

22. Please update Drawing RA0204 to remove the following areas from the shown outdoor living spaces:
- Those parts with a gradient exceeding 1 in 20, such as staircases to the street and gaps between retaining walls (e.g. at Unit 15)
 - Those parts containing overhanging buildings (which is contrary to Standard H4.6.13(1)(d)), such as the overhand of the study for the Type A dwellings, the overhang of the master bedroom (and study) for the Type B and C dwellings, the overhang of Bedroom 2 for the Type D dwellings and the overhang of Bedroom 1 in the Type E dwellings.

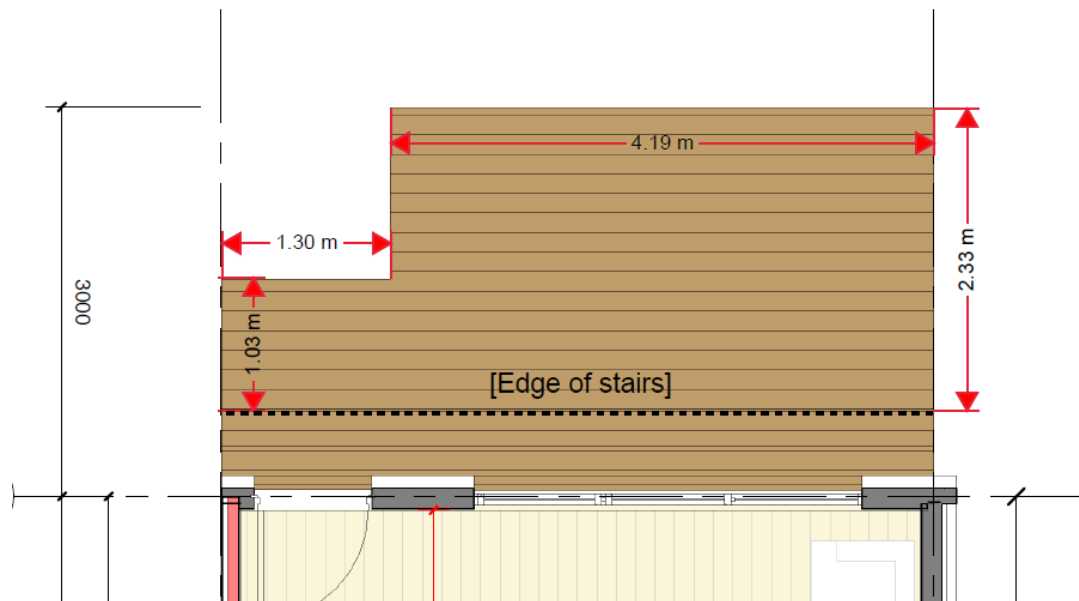
Please then identify the minimum dimension provided for each unit, including whether this is less than 4 m for any dwellings further to those identified in the AEE.

Update the assessment of environmental effects proposed in relation to the inconsistencies with Standard H4.6.13.

23. Please confirm the dimensions of the decks excluding any steps proposed for the Type A, D and E dwellings. Specifically requested dimensions are shown in yellow (for depths) and blue (for widths) on the following images.



24. Please confirm the following dimensions of the decks for the Type B dwellings.



25. Please provide an accurate assessment of the proposal against Standard H4.6.14. The AEE specified compliance with this standard without any explanatory comments. However, a number of inconsistencies have been identified. In relation to this:

- a. Please identify those locations where the combined height of retaining walls and fencing within a 3 m yards from the eastern and southern boundaries will be greater than 1.8 m in height above the ground level at the adjacent boundary.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 0.6 m, such as adjacent to Units 15 to 20, 23 and 24 and 59.

- b. Please identify those locations where the combined height of retaining walls and fencing within a 3 m yards from the eastern and southern boundaries will be greater than 1.4 m in height above the ground level at the adjacent boundary. Please identify if this is less than 50% of the site frontage.

- c. Please identify those locations where the combined height of retaining walls and fencing within a 1 m yard from the northern boundary will be greater than 2.0 m in height above the ground level at the adjacent boundary.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 0.8 m, such as adjacent to Units 3 to 7 and 14.

- d. Subsequently, please list all inconsistencies with Standard H4.6.14 and provide an appropriate assessment of environmental effects.

26. Please identify those locations where the combined height of retaining walls and fencing within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries will be greater than 2.0 m in height above the ground level at the adjacent boundary. For these locations, please identify an inconsistency with Standard H4.6.14 and provide an appropriate assessment of environmental effects.

Where a 1.2 m fence is proposed on top of retaining walls in these yards, this would be in all locations where the retaining wall height is greater than 0.8 m, such as adjacent to Units 6, 14 to 18, 23, 24 and 59.

27. The AEE (on page 46) refers to detention tanks for stormwater being provided, although the infrastructure report states that stormwater attenuation is disregarded. Please clarify whether any rainwater tanks are proposed and assess these against Standard H4.6.16 (which the AEE states the proposal complies with without providing any comments). If any inconsistency with this standard is identified, please provide an assessment of environmental effects proposed in relation to these inconsistencies.

Parking and Access

28. Please clarify the impervious area that is associated a “High contaminant generating car park” as per the definition in Chapter J of the AUP – therefore including associated accessways, manoeuvring, entries and exits. If this is more than 5,000 m², please provide an assessment against the relevant matters of control listed in section E9.7.1(1).
29. Please clarify whether the proportion of the impervious area associated a “High contaminant generating car park” in relation to the total proposed impervious area. Where this is more than 50%, please specify how all impervious areas will be treated by a stormwater management device as required by Standard E9.6.1.3(4) (or E9.6.2.1(3)).
30. Please confirm the locations of the proposed Stormwater360 treatment devices on the engineering plans, in order to demonstrate that these will service all applicable impervious areas as per section E9 of the AUP.
31. Please clarify where secure bicycle parking spaces are provided for Units 60 to 71 and 81, as this is not identified on any of the provided plans.

Please clarify how the bicycle parking spaces indicated for Units 42 to 59 and 72 to 80 are secure as these are not positioned behind lockable gates.

If an infringement to Standard Standard E27.6.2(6) is identified, please provide an assessment of environmental effects proposed in relation to this infringement.

32. Please ensure that the plans show all necessary dimensions of the proposed parking spaces in order to confirm compliance with the requirements in Table E27.6.3.1.1. This includes:
 - a. Specifying the widths of the open parking spaces in front of Units 1 to 22 (at least 2.7 m).

- b. Specifying the width and length of the parallel parking space to the east of Units 62 and 63 (at least 2.1 m in width and 6 m in length).
- c. Specifying the widths and lengths of the parallel parking spaces to the north of Unit 64 (at least 2.1 m in width and 6 m in length).
- d. Specifying the widths of the parking spaces in front of Units 72 to 79 (at least 2.6 m).
- e. Specifying the width of the parking space for Unit 80 (at least 2.7 m).
- f. Specifying the widths of the two parking spaces to the east of Units 91 and 92 (at least 2.7 m).

It is noted that these spaces are shown as having a width of 2.5 m in the tracking diagrams attached to the Traffic Assessment Report. If these are to have a 2.5 m width, please demonstrate how a 6.7 m manoeuvring space is provided for these.

33. Units 24 to 41 are provided with double garages with an internal width of 5.3 m. Unit 23 is provided with a double garage with an internal width of 5.25 m.

For Units 24, 27, 30, 33 to 35, 38 and 41, it is proposed to store rubbish bins within and against the side of these garages. The proposed 240 litre recycling bins are assumed to have a depth of 0.73 m, leaving only 4.57 m for two parking spaces.

The AUP requires a minimum width of 4.8 m for two parking spaces, while NZS2890 identified that a minimum 5.4 m internal width should be provided for double garages (with 300 mm clearance on either side).

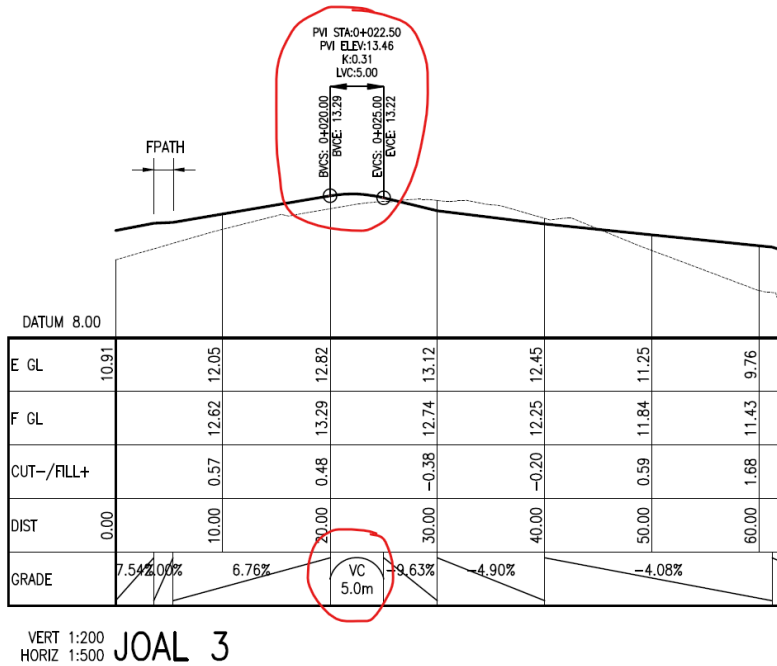
Please provide additional commentary regarding the appropriateness of the proposed double garage internal widths, including the impacts of requiring bins to be stored in this location.

34. On Sheet 22 of the provided vehicle tracking, please complete the manoeuvres from the garage of Lot 34 out to Compass Point Way.
35. Please clarify whether all external parking spaces will be provided with wheel stops. This is recommended in order to avoid overhanding onto adjacent footpaths.
36. Please clarify how the turning area adjacent to Unit 59 will be kept clear at all times and not be used by residents as additional parking spaces.
37. Please clarify whether rubbish trucks are expected to travel along JOAL 1.
- a. If so, please identify how the rubbish truck will be able to undertake a turning manoeuvre.
 - b. If not, please explain where bins for Units 35 to 48 are expected to be collected from.

38. Please provide a concept lighting plan to demonstrate compliance with Standard E27.6.3.7.
39. In relation to those sections of the proposed accessway that is less than 5.5 m:
- a. Please provide dimensions of the minimum widths of each of these sections on the proposed plans, alongside the lengths where the width is less than 5.5 m.
 - b. E27.6.4.3.2(T151) specifies that “The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided” [emphasis added]. Please clarify whether clear sight lines are provided along the entire access where a width of less than 5.5 m is proposed for part of that access.
 - c. Where an access width of less than 5.5 m is proposed near the intersection of two accesses or the corner of an access, please demonstrate whether clear sight lines are provided to ensure that vehicles do not enter the narrowed section at the same time – refer example below.



40. Please clarify whether the following transition within JOAL 3 complies with Standard E27.6.4.4(2). If an infringement is identified, please provide the relevant assessment of environmental effects associated with this (including any positive effects compared to a compliant transition).

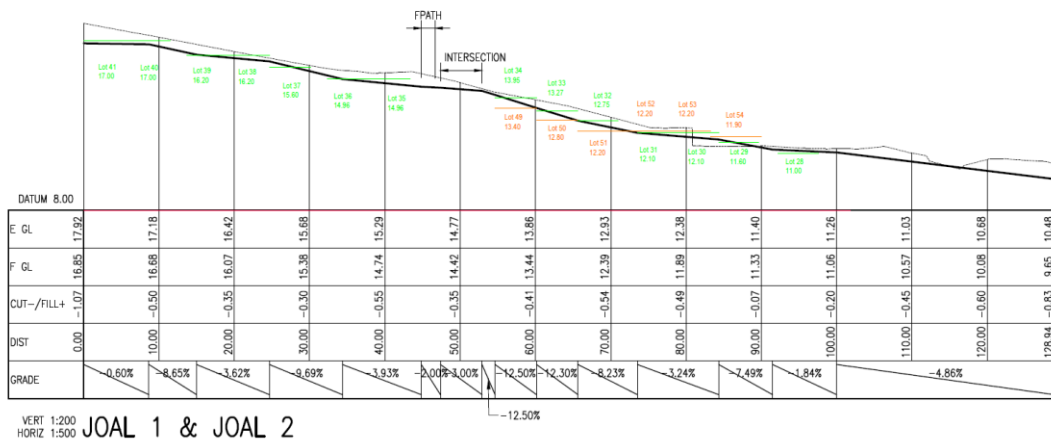


JOAL 3

41. Significant clarification is requested in order to demonstrate that the proposed gradients of JOALs 1 and 2 and the parking spaces for Units 42 to 59 comply with Standards E27.6.3.6(3) (maximum 5% in any direction for parking spaces), E27.6.3.6(4) (maximum 12.5% for manoeuvring areas) and E27.6.4.4(1) (maximum 12.5% for vehicle access used by heavy vehicles, measured on the inside radius).

While the provided longitudinal section for JOALs 1 and 2 shows a maximum gradient of 12.5%, there is doubt in regard to practicality of tying into adjacent garages and parking spaces while not exceeding this gradient in any direction. This doubt results from the following observations, amongst others:

- a. The finished levels for the adjacent lots being up to 0.7 m different from the levels of the adjacent accessway, as shown on the provided longitudinal section for JOALs 1 and 2. It is further noted that the levels shown for Lots 23 to 41 are the flat levels of the proposed garages, and the levels for Lots 33 and 34 are over 0.5 m higher than level of the adjacent accessway.

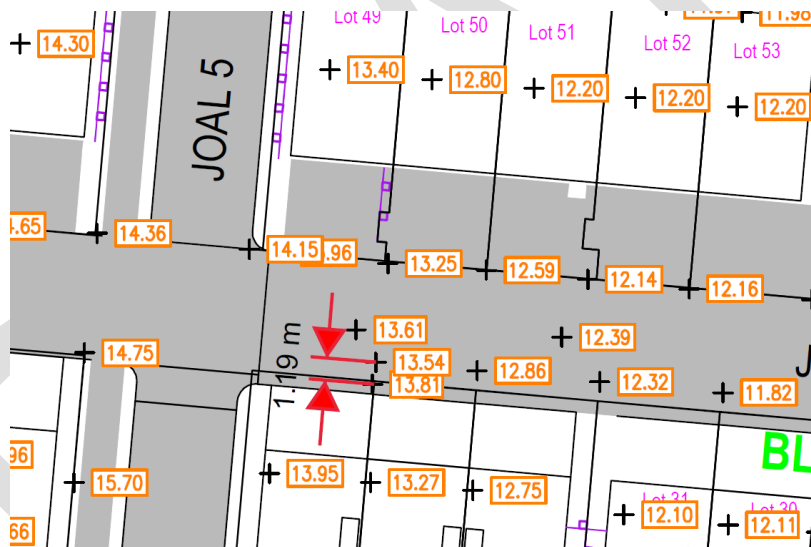


JOAL 1 & JOAL 2

- b. The 3D imagery provided within the architectural plans seemingly shows JOAL 2 is not flush with the garages of Units 23 to 41, including 'covering over' part of the garage doors.



- c. The spot heights of 13.54m and 13.81 m adjacent to Lots 33 and 34 shown on Sheet 202 are approximately 1.2 m apart, indicating a gradient of 22.7% (1 in 4.4) in this location.



- d. The parking spaces for Lots 42 to 59 commence against JOALs 1 and 2. Where the JOAL has a grade of more than 5%, part of those parking spaces would subsequently be more than 5%. This appears to impact the parking spaces for Lots 46, 49, 50, 51 and 54. It is calculated that an additional depth of at least 1.65 m would be required between the edge of a 12.5% grade accessway and a 5% grade parking space (with a grade of 12.5% for the transition). Therefore, in order for compliant gradients to be achieved for the parking spaces of Lot 49, its depth from the edge of the 5.5 m accessway would need to be at least 6.65 m, when it is only 5 m (when excluding consideration of a 1 m overhang).

A highly-detailed finished contour plan should be provided in order to demonstrate how the proposed levels can be achieved while complying with the relevant maximum gradients. It would also be helpful to provide sections showing the change in gradient along the tracking curves for some of the steeper manoeuvres, such as to and from the parking spaces for Lots 49 to 51 and 32 to 34.

If any infringements to Standards E27.6.3.6(3), E27.6.3.6(4) and/or E27.6.4.4(1) are identified as a result, please provide the relevant assessment of environmental effects associated with this.

42. The plans demonstrate that part of the 5 m depth for the parking spaces associated with Units 42 to 59 are to be planted. In relation to this:
- a. Please confirm the depth of this planting strip, noting that an overhang of up to 1 m is provided for by Note 2 to Table E27.6.3.1.1.
 - b. Please confirm whether the species proposed within this planting strip are suitable within a parking space overhang and would not promote vehicles not using this overhang and 'sticking out' on to the adjacent vehicle accessway.

Any structures or landscaping that can grow beyond a height of 170 mm above the car park level has the potential to hinder parking and cause damage to parked vehicles and would not be considered appropriate within a parking space overhang.

Infrastructure and Servicing

43. Please clarify whether a Stormwater Management Plan has been provided to Healthy Waters independently to this resource consent application and whether that SMP has been adopted.
44. The please clarify how mail services will readily access each dwelling's letterboxes. The landscape drawings show that the letterboxes for Units 42 to 92 will be adjacent to the internal communal path network, where legal public access is not provided. Evidence that NZ Post would service these letterboxes should be provided. Otherwise, there may be the need to provide for communal letterboxes, with suitable access arrangements, adjacent to a public road.
45. Drawing RA0120 shows that individual bins for Units 35 to 48 would be collected from JOAL 1. However, the application has not assessed the suitability of rubbish truck access along JOAL 1, including how rubbish truck turning would occur (this has only been demonstrated for JOAL 2). Please clarify where individual bins for Units 35 to 48 would be collected from and demonstrate that those routes can be traversed by a rubbish truck without resulting in adverse traffic safety issues.

Natural Hazards

46. The provided geotechnical report appears to relate specifically to the proposed retaining wall along the western boundary of the site. This refers to an earlier report referenced "J00538AA Geotechnical Investigation Report_r0", which is inferred to have considered the site as a whole. In order to confirm the geotechnical suitability of the site for the proposed development and the subdivision – in terms of compliance with Standard E36.6.1.11 (if applicable) and considerations under section 106 of the RMA – please provide a copy of this GIR.
47. The proposal includes the redirection of an overland flow path, including the amendment to the exit point at the site boundary. The AEE states that "*The flow has a catchment less than 4ha therefore does not require further assessment under the AUP*" – however, this is incorrect, as the definition of overland flow path in Chapter J of the AUP excludes catchments less than 4,000 m². The overland flow path at the site has a catchment of between 4,000 m² and 1 ha (the infrastructure report estimates this to be 5,485 m²) and therefore:
- a. Please identify rule E36.4.1(A41) and the infringement of Standard E12.6.2(12) as reasons for consent associated with the change to the overland flow path exit point and provide the associated assessment of environmental effects.
 - b. Please identify rule E36.4.1(A42) as a reason for consent associated with the establishment of buildings and structures within the (existing) overland flow path and provide the associated assessment of environmental effects.

Works within public reserve and road berms

48. Please clarify whether an application has been made to Auckland Council for Land Owner Approval in order to complete all works proposed within the public reserve between the site and Ara Tai.
49. Please confirm whether works associated with the existing pohutukawa trees within the reserve land will comply with the following standards. If they will not, please identify any additional reasons for consent and provide the relevant assessment of environment effects.
- a. For any tree trimming or alteration, Standard E16.6.1.
 - b. For any works within the protected root zones, Standard E16.6.2.
50. Please clarify the grades of the pedestrian paths proposed within the public reserve and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 1 to 15.
51. Please clarify the grades of the individual path connections proposed within berm of Pigeon Mountain Road and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 16 to 22.

52. Please clarify the grades of the individual path connections proposed within berm of Compass Point Way and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 23 to 41.
53. Please demonstrate the practicality of establishing the proposed paths within the public reserve and the path connections in the adjacent road berms and advise of any additional earthworks or retaining structures that would be necessary to complete these works. If an additional works would be required, please identify any further reasons for resource consent and provide an appropriate assessment of environmental effects.
54. Please clarify whether you would accept conditions of consent that prevent occupation of Units 1 to 15 and section 224(c) certification for the proposed subdivision prior to the completion of all proposed footpaths within the public reserve. If this is not accepted, please provide assessment of urban design and traffic safety effects associated with pedestrian access to Units 1 to 15 solely being from JOAL 4.

It would be at the applicant's risk as to whether all necessary approvals, including Land Owner Approval, for those paths could be obtained. Approval of the resource consent would not guarantee that all other necessary approvals are granted.

55. Please clarify whether you would accept conditions of consent that prevent occupation of Units 16 to 22 and section 224(c) certification for the proposed subdivision prior to the completion of individual path connections to the footpath along Pigeon Mountain Road. If this is not accepted, please provide assessment of urban design and traffic safety effects associated with pedestrian access to Units 16 to 22 solely being from JOAL 4.

It would be at the applicant's risk as to whether all necessary approvals for those path connections could be obtained. Approval of the resource consent would not guarantee that all other necessary approvals are granted.

56. Please clarify whether you would accept conditions of consent that prevent occupation of Units 23 to 41 and section 224(c) certification for the proposed subdivision prior to the completion of individual path connections to the footpath along Compass Point Way. If this is not accepted, please provide assessment of urban design and traffic safety effects associated with pedestrian access to Units 23 to 41 solely being from JOAL 1 or JOAL 2.

It would be at the applicant's risk as to whether all necessary approvals for those path connections could be obtained. Approval of the resource consent would not guarantee that all other necessary approvals are granted.

Subdivision

57. The scheme plan appears to suggest that Lots 93 to 115 (parking space lots) would be created as separate landlocked sites with their own Records of Title, which is not acceptable to Council.
 - a. Please clarify what amalgamation conditions are proposed in order to ensure that Lots 93 to 115 are held with one of Lots 1 to 92?

- b. If possible, please specify the exact lots the each of Lot 93 to 115 would be amalgamated with.
- c. Alternatively, please identify what parameters will be followed when determining amalgamations at section 223 stage. For example, it could be identified that certain groups of parking space lots would be attributed to certain groups of dwelling lots.

The following arrangement (or similar) is assumed and would be accepted:

Lots 93 and 91	Lots 99 and 85	Lots 105 and 66	Lots 111 and 62
Lots 94 and 90	Lots 100 and 84	Lots 106 and 67	Lots 112 and 63
Lots 95 and 89	Lots 101 and 83	Lots 107 and 68	Lots 113 and 64
Lots 96 and 88	Lots 102 and 82	Lots 108 and 69	Lots 114 and 71
Lots 97 and 87	Lots 103 and 81	Lots 109 and 60	Lots 115 and 70
Lots 96 and 86	Lots 104 and 65	Lots 110 and 61	

58. As outlined in [Council's Standard Conditions Manual for Subdivision](#), Council must ensure that appropriate consent conditions are in place to enable the continued operation and maintenance of the privately-owned common infrastructure over its lifetime. For this application, this applies to the common accessway, footpaths, rubbish bin enclosures and bicycle storage areas within the proposed commonly owned access lots. Please confirm the intention for either a common entity, resident association or incorporated society to be established that would be responsible for the ongoing operation, maintenance and repair of the access (which the owners of all lots would be required to be members of), or otherwise identify an alternative method by which this would be achieved.

59. Please confirm whether the following condition of consent can be adopted as part of the proposal:

The subdivision must be undertaken in accordance with the land use resource consent referenced as LUC60419133 (BUN60419132).

To ensure that this condition is complied with on a continuing basis, the following must be registered as a consent notice on the records of title to be issued for all lots:

“This lot has been created in accordance with approved land use resource consent LUC60419133 (BUN60419132). All development on this lot must be in accordance with the approved land use resource consent referenced as LUC60419133 (BUN60419132), including all its conditions.

In particular, there must be no increase to impervious area, increase in building coverage or decrease in landscaped area from that shown in the lot on the plans stamped and referenced by the council as resource consent number LUC60419133 (BUN60419132), in order to ensure that any adverse future development effects arising as a result of the subdivision are avoided.

If land use resource consent LUC60419133 (BUN60419132) lapses prior to being given effect to, then a new land use resource consent will be required, unless the proposed use and development of the lot is otherwise able to be undertaken as a permitted activity.”

If this condition is not adopted in full, please identify how the creation of any future development effects as a result of the distribution of impervious area, building coverage or landscaped area will be avoided. This could be achieved through imposing restrictions on increased in impervious area and building coverage or reductions in landscape area for specific lots, following an assessment of each of these coverages for each of the proposed allotments.

60. The AEE identifies that “two new roads and accessways will either be vested with Council or managed by a Residents Association allowing for access and improving pedestrian accessibility”. However, the scheme plan does not show any lots to be vested in Council. Please confirm that all roads and accessways will be held in Lot 200 and managed by a residents association (or similar, as per the response to the item above), with none vested in Council.
61. The inclusion of landscaped areas, cycle storage areas, rubbish bin storage areas and pedestrian paths – all of which are not intended to be trafficable by vehicles – within a commonly-owned access lot containing a vehicle accessway is in conflict with section 298 of the Property Law Act 2007, which gives all owners of a share in a access lot that includes a driveway the right to pass and repass over all of the COAL, including the right to have the COAL kept free of obstructions at all times.

Council’s preference is for either:

- a. Additional commonly own lots to be created for non-trafficable areas, separate to a COAL for the accessway; or
- b. Lot 200 to be owned by an incorporated society that the owners of all other lots are required to be members of (this would result in the requirements of section 298 of the Property Law Act 2007 not being applicable).

Please advise whether you will make any changes to the subdivision scheme plans based on this advice.

Changes to the Proposal

62. Should any changes be made to the proposal in conjunction with the response to this section 92 request, please provide all information necessary to satisfy the requirements of Schedule 4 of the RMA for those changes. This includes any additional assessment (to the satisfaction of Council) related to any new reasons for consent or any new or increased infringement of or inconsistency with any relevant AUP standards.

Providing the information

Please provide this information in writing within 15 working days¹ (**before Click or tap to enter a date**). If you will not be able to provide the information by that date, please contact me before then to arrange an alternative time. We will not work on your application any further until either you provide this information, or you state that you refuse to provide it.

Note: If you will require more than 15 working days to provide this further information, I will seek that you agree to an extension of time under [section 37](#) of the Resource Management Act 1991 (the RMA). This will enable appropriate time for me to undertake the necessary review of the information once provided.

Refusing to provide the information

If you refuse to provide the information, or if you do not submit the information to us within 15 days (or by another other agreed time), the RMA requires that we publicly notify your application.²

If this happens, you will be required to pay the notification fee of \$20,000 in full before we proceed with the notification of your application.³

Next steps

Once you have provided the requested information, I will review what you have provided to make sure it adequately addresses all of the points of this request.

In the application acceptance letter, I described the statutory timeframe for our decision on your application. The time for you to respond to this further information request will be excluded from this timeframe⁴. I will be able to give you an updated forecast on a decision date on request once you have provided the information requested above.

Suggested changes/recommendations – not pursuant to section 92 of the RMA

1. A detailed assessment of the proposal has identified a significant number of new and increased infringements to AUP standards, including potential infringement to almost every standard of the Mixed Housing Suburban zone. This indicates an overdevelopment of the site that is unsupported by operative plan provisions. It is strongly recommended that the proposal be amended to reduce the number and extent of infringements to AUP standards, including by reducing the number of dwellings proposed (assuming the same typologies are retained).
2. The application has been reviewed by Council's Waste Plan Consents team, who have raised the following matters for the applicant to consider:
 - a. Could there be a once fortnightly rather than once weekly collection of recyclables from the communal areas, so the collection frequency is the same for the whole development?

¹ Section 92A(1) of the RMA

² Section 95C of the RMA

³ Section 36AAB(2) of the RMA

⁴ Section 88C(2) of the RMA

- b. If council service is not possible in particular for a food scraps collection, this service should be provided to the units with their own bins, not just the communal areas

Specialist comments still outstanding:

- Development Engineer
- Traffic Engineering
- Regional Earthworks
- Subdivision Team
- Urban Design

If you have any queries, please contact me at aaron@civilplan.co.nz and quote the application number above.

Yours sincerely,

Aaron Grey
Consultant Planner

DRAFT

21 February 2024

Campbell Brown Planning Limited
PO Box 147001
Ponsonby
Auckland 1144

Attention: Yujie Gao

Dear Yujie,

Resource consent application – Further information request update

Application number(s):	BUN60419132 (LUC60419133, SUB60419134) WAT60423590
Applicant:	HND HMB Limited
Address:	3 Pigeon Mountain Road, Half Moon Bay
Proposed activity(s):	92 dwellings, including earthworks, access, parking and subdivision

Following receipt of the responses to the section 92 requests for further information sent out on 24 October 2023 (for BUN60419132) and 17 November 2023 (for WAT60423590), the responses have been received by Council and comments on most matters are provided as follows.

Additional feedback from specialists remains pending in order to confirm any feedback on the responses to the following requests: BUN60419132 items 18, 19, 62, 63, 64, 66, 67, 68, 76, 77, 78, 79, 80 and 84 and WAT60423590 item 7.

These comments specify that further information remains outstanding in relation to the following requests: BUN60419132 items 1, 2, 3, 7, 8, 10, 13, 22, 26, 27, 30, 31, 33, 36, 39, 40, 41, 42, 43, 45, 47, 52, 53, 54, 56, 57, 58, 60, 65, 69, 71, 74, 86, 87, 88, 90, 94 and 98. In addition, a handful of additional requests have been identified within the scope of BUN60419132 item 99 and a further request has been made in relation to WAT60423590 (item 8).

The applications remain on hold until sufficient information has been provided in response to each request.

This letter does not address the further changes to the proposal indicated in the email(s) dated 20 February 2024.

Requested information – BUN60419132

Consistency of Plan Sets

1. Please provide consistent architectural, landscape, engineering and subdivision plan sets for assessment.

A number of inconsistencies between the updated architectural, landscape and engineering plans have been identified. Please correct these and all other inconsistencies that continue to appear between the plan sets.

- The engineering (earthworks) drawings show that no earthworks area proposed in the north-eastern corner of the site (within Lots 15 and 16). However, the architectural and landscape plans show the establishment of retaining walls and decks in this location, despite the written responses advising that the retaining wall has been pushed back into the site and the extent of decking reduced.
- Sheet 204 (engineering plans) indicates that a retaining wall extends across the pedestrian accessway between Blocks D and H (with a height of around 1 m), while all other plans show two separate retaining walls.
- The heights of the retaining walls on Drawing RA014 (architectural plans) are not fully reflective of the heights of the retaining walls on Sheets 204 and 204a (engineering plans), with the latter understood to be the accurate heights. Inconsistencies have been identified for the retaining walls in Lots 17, 18, 24, 25 and 37.
- The elevations for Block E (architectural plans) appear to show:
 - Units 27 and 28 with the same floor levels for the garage, while all other plans show a difference of 350 mm (10.70 m for Lot 27 and 11.05 m for Lot 28). The elevations for Block E (architectural plans).
 - Units 30 and 31 with the same floor levels for the garage, while all other plans show a difference of 300 mm (12.0 m for Lot 30 and 12.3 m for Lot 31).
 - Units 33 and 34 with the same floor levels for the garage, while all other plans show a difference of 350 mm (13.6 m for Lot 33 and 13.95 m for Lot 34).
- The elevations and 3D views within the architectural drawings show, along the Compass Point Way frontage, slatted fences above retaining walls. However, the landscape plans show a “800mm high low wall/fence”. Furthermore, Sheet 204a (engineering plans) shows that this retaining wall has a height (where above existing ground levels) of up to 1.7 m, exceeding 800 mm in front of Units 24, 25, 26, 27, 30, 33 and 34.

In addition, updated subdivision scheme plans have not been provided. Please provide a copy of these.

Earthworks

2. The total area of earthworks requires consent under Chapter E11.4.1 of the AUP(OP). Please apply for this consent and provide an addendum to the AEE to provide an assessment of effects for the relevant activity, including the relevant objectives and policies.

Please clarify under which rule in Table E11.4.1 that the proposed earthworks will be a restricted discretionary activity under. Fewer than 5 ha of earthworks are proposed and there does not appear to be any part of the site within the Sediment Control Protection Area – therefore, is there more than 2,500 m² that has a slope of equal to or greater than 10 degrees?

The response also specifies that compliance with the standards in both sections E11 and E12 is achieved. However, the response to item 84 below and the overland flow assessment report confirms that the works will result in the diversion of an overland flow path's exit point at a site boundary, which would infringe Standard E12.6.2(12). Please clarify.

3. The proposed total area of earthworks is 1.37ha. However, the drawings suggest that the earthworks will occur around the entire site (being 1.4073ha) and extend outside the site boundaries (e.g. for the construction of pathways and individual pedestrian accessways; installation of infrastructure). Please update the total volume and area of earthworks to include all proposed works. Please ensure any reference in the EMP to cut / fill volumes or area are consistent with the cut/fill plan.

As noted in the original request, the site area is 1.4073ha. Drawing 200 and the ESCP staging plans suggest that works will extend across the entire site, plus small areas that extend outside the boundary. However, drawing 200 only indicates a total of 1.39ha will be disturbed. Should the works / land disturbance area be 1.4073ha plus the small areas outside of the site boundary (550 m²)?

4. Sufficient information has been provided in response to this request.
5. Sufficient information has been provided in response to this request.
6. Sufficient information has been provided in response to this request.
7. The ESCP has been updated to propose one SRP. The proposed staging is acknowledged to allow the SRP to be designed and sized for a smaller catchment area. However, this does not appear to be practical (including subsoil drains used for CWD) and is unclear how the completed stage 1 area will be effectively diverted away from the SRP during Stages 2 and 3. Please consider using a maximum of two stages (e.g. a N-S staging line, approx. in-line with 'stabilised access' extension) through, and resize the SRP accordingly.

The updated ESCP staging drawings dated 20/11/2023 are acknowledged.

Please update the ESCP staging drawings to annotate the estimated catchment sizes for each stage, to better demonstrate that open catchments will be limited to the sizing of the SRP.

To note, the revision number has not changed from previous revisions (we acknowledge that the date has changed). Please ensure the updated ESCP drawings include a new revision number (along with the corresponding date).

8. The ESCP and EMP refers to the use / installation of temporary field drains within the site to form CWDs. These are likely to be impractical. It is also noted that use of these (subsoil) field drains may cause diversion of groundwater. As such, and in light of item 7 above, please revise the ESCP.

Councils does not support the use of the field cesspits and non-perforated subsoil drains (as indicated on the ESCP staging drawings) to provide cleanwater diversion function. Please amend to demonstrate CWDs are design in accordance with GD05 (e.g. aboveground bund or channel).

9. Sufficient information has been provided in response to this request.
10. To address items 7 to 9 above, please update the ESCP to clarify the contributing catchments directed to the proposed sediment control devices.

Not yet addressed. Please update staging plans.

11. Sufficient information has been provided in response to this request.
12. Sufficient information has been provided in response to this request.
13. Please clarify whether any earthworks will be located within the protected root zone of trees that are to be retained.
 - a. Please show the protected root zones on the ESCP and earthworks drawings, and include a key / annotation to identify this feature.
 - b. In the EMP, please clarify what works are proposed within the protected root zone of those trees and provide a methodology of works to demonstrate works will not adversely affect those trees.

Please confirm the source of the protected root zone measurements. This is queried as the dripline/canopy indicated on the earthworks plans appears to be greater in diameter than the specified root zone. The definition of “protected root zone” in Chapter J of the AUP refers to the greatest distance between the trunk and the outer edge of the canopy.

Please also refer to comments against item 86, requesting comment from an arborist to verify that compliance with the standards in section E16 can be achieved.

14. Sufficient information has been provided in response to this request.
15. Sufficient information has been provided in response to this request.

16. Sufficient information has been provided in response to this request.
17. Sufficient information has been provided in response to this request.

Retaining Walls

18. *Comments on this response is pending feedback from Council's development engineer.*
19. *Comments on this response is pending feedback from Council's development engineer.*
20. Sufficient information has been provided in response to this request.
21. Sufficient information has been provided in response to this request.
22. For each retaining wall proposed along the northern, eastern and southern boundaries, please identify the height of the top of wall in relation to the ground level of the adjacent footpath in Compass Point Way, Pigeon Mountain Road and Ara Tai. This could be provided by adding the footpath height to the retaining wall elevations on Sheet 204. Please then provide assessment of dominance effects of the proposed retaining walls on users of these footpaths.

Please add the footpath in Compass Point Way to Sheet 204a.

Please provide the requested assessment of dominance effects of the proposed retaining walls on users of the footpaths along all three streets.

It is suggested that lower, stepped retaining walls are provided, including sufficient landscaping at the lower level step to provide an appropriate front yard landscape response to the street.

For the area adjacent to Unit 24, the grass area broken up by the retaining wall is considered to have limited functionality as an outdoor living space and may be better served with significant planting to screen the retaining walls from the public realm

As part of the assessment of effects, representative detailed landscape sections are requested to better understand the interface with Compass Point Way and Pigeon Mountain Road.

23. Sufficient information has been provided in response to this request. However, please note the request under item 1 for Drawing RA0104 to be consistent with the retaining wall heights specified on Sheets 204 and 204a.
24. Sufficient information has been provided in response to this request. However, please note the request under item 1 for Drawing RA0104 to be consistent with the retaining wall heights specified on Sheets 204 and 204a.

Dwellings and Landscaping

25. Sufficient information has been provided in response to this request.
26. Please clarify whether Units 3, 4, 5, 6, 7, 15, 16, 27, 28, 29, 35, 39, 40, 50, 51, 55, 77, 78, 79, 80 would be able to comply with an average height of 8 m when undertaken the average ground level method only in relation to the footprint of that unit (rather than the building containing a row of units). As this is an accurate method to demonstrate compliance with Standard H4.6.4, please do not show this on the elevations in the architectural set.

This request was issued with an error – the last sentence should have said “inaccurate method”. It is accepted that the requested information would not identify where compliance with Standard H4.6.4 can be achieved for these buildings, but the information could demonstrate that the effects of the infringements are equivalent to detached buildings of similar height that could be established as permitted activities.

Given this and the response provided, further information in response to this request is optional.

27. Under Standard H4.6.5, the 2.5 m and 45 degree recession plane remains applicable to the site’s boundary with the reserve land between the site and Ara Tai, noting that the exemption under Standard H4.6.5(2)(b) only applies to Open Space zoned areas with a width greater than 20 m. Therefore, please:
- a. Identify the extent to which Units 1 to 15 intrude the 2.5 m and 45 degree recession plane from the northern boundary of the site; and
 - b. Provide an appropriate assessment of environmental effects associated with any infringements.

The response provided inaccurately assesses the infringement of Unit 1 in relation to the western boundary, rather than the infringement of Units 1 to 16 in relation to the northern boundary. Please provide the requested assessment.

In addition, Sheets RA1301, RA1302 and RA1303 do not show a recession plane from the northern boundary on their eastern and western elevations, despite the areas of recession plane intrusion being marked and dimensions.

28. Sufficient information has been provided in response to this request. It is noted that the assessment provided in the response to item 27 above responds to the request for assessment under this item.
29. Sufficient information has been provided in response to this request. However, please note the request under item 1 for the architectural and landscape drawings sets to be consistent with the stated changes to retaining walls and decking.

30. Please identify those locations where the fencing above the proposed retaining walls within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries will be greater than 2.5 m in height above existing ground levels. For these locations, please identify a further infringement of Standard H4.6.7 and provide an appropriate assessment of environmental effects.

Please provide an assessment of the identified infringement of Standard H4.6.7 for Lot 24, including identifying the maximum combined height of the retaining wall and fencing and the length along the road boundary/ies that this will exceed 2.5 m.

Please clarify the combined height of retaining wall and fencing for Lot 17, given that drawing L104 (landscape plans) specifies a fence height of 1.2 m and Sheet 204 (engineering plans) specifies a wall height of more than 1.3 m in this location. If an infringement of Standard H4.6.7 is identified, please provide an appropriate assessment of environmental effects.

Please clarify the combined height of retaining wall and fencing for Lot 33, given that drawing L105 (landscape plans) specifies a fence height of 1.2 m and Sheet 204a (engineering plans) shows a wall height of more than 1.3 m in this location. If an infringement of Standard H4.6.7 is identified, please provide an appropriate assessment of environmental effects.

Please clarify the height of the fence for Lot 16 in relation to the road boundary height following the changes to the retaining walls and decking referred to in item 1. If an infringement of Standard H4.6.7 is identified, please provide an appropriate assessment of environmental effects.

31. In relation to each of the following features, please either update Drawing R0201 to show these as part of impervious area or update the landscaping plans to demonstrate that they will not constitute impervious area:
- a. The stairs and paths out to the road/reserve in front of Units 1 to 41 (identified on the lodged landscape plans as exposed aggregate concrete).
 - b. The communal path network, including along the front of Units 43 to 91, out to Pigeon Mountain Road and out to Ara Tai (identified on the lodged landscape plans as medium trowel concrete or exposed aggregate concrete).
 - c. All external individual bin storage areas, which in the absence of detail are assumed to be impervious.
 - d. The individual pavers that form part of private paths along the sides of Units 1, 15, 16 and 60, which in the absence of detail are assumed to be impervious.
 - e. Any paved areas for bench setting, as had been shown Units 23 and 60.

If it is determined that the total impervious area is greater than 9,512 m², please identify the increased inconsistency with Standard H4.6.8 and update the assessment of environmental effects in relation to this inconsistency. Please also update the infrastructure report to identify the increased impervious area and specify any changes to the proposed stormwater management approach to address the increased adverse effects, including the consistency with Policy H4.3(7).

Despite the response stating that “the paths are permeable”, the landscape plans continue to identify a large number of these as “MEDIUM TROWEL CONCRETE WITH PETERFELL PASSIONFRUIT OXIDE, ADDITIONAL DECORATIVE CUTS”, which is understood to be impervious, or otherwise pavement is shown without further clarification.

The communal bin storage area adjacent to Lot 59 is identified by the landscape plans as “EXPOSED AGGREGATED CONCRETE DRIVEWAY WITH NO OXIDES, SHELL ADDED TO MIX”, which is understood to be impervious, but this area is not shown on the updated Drawing R0201.

Please update the landscape plans to show that individual bin storage areas are to be permeable pavers.

Please update the landscape plans to specify that “paved path” (Type H) will consist of permeable pavers.

In addition, the covered bike stand adjacent to Lot 67 is not being shown as impervious area.

Please accurately show the extent of all impervious areas, consistent with the information provided in the landscape plans.

32. Sufficient information has been provided in response to this request.

33. In relation to Standard H4.6.10 (Landscaped area) and Drawing RA0202:

a. Please identify how the following elements specified in the landscape plans and shown as part of the landscaped area or permeable area delineated on Drawing RA0201 (all of which Council considers should not be included) fall within the definition of landscaped area in Chapter J of the AUP:

- i. All areas listed in RFI item 31 above related to impervious areas, other than paths not exceeding 1.5 m in width and pavers not exceeding 650 mm in dimension.
- ii. Any decks that are more than 1 m above finished ground levels – please identify the height of each deck to confirm this.
- iii. Any covered decks, such as parts of the decks in front of Units 14 and 15.

- iv. The side yards of Units (numbering as per the lodged plans) 4, 5, 10, 11, 25, 26, 28, 29, 31, 32, 36, 37, 39 to 44, 46, 47, 53, 54, 57, 58, 84, 85, 88 and 89, the rear yards of Units 81 to 92 and all other areas identified on the landscape plans as pebble path.
- b. Please identify any areas beneath roof eaves less than 750 mm (but not beneath overhanging buildings identified as part of building coverage) that would fall within the definition of landscaped area in Chapter J of the AUP.
- c. Please split out the areas identified as “landscaped area” or “permeable area” into the following categories:
 - i. Areas that are grassed and planted in trees, shrubs, or ground cover plants.
 - ii. Those elements which are listed in clause (1) of the definition of landscaped area in Chapter J of the AUP, which includes terraces and uncovered decks less than 1 m in height and pavers with dimensions less than 650 mm.
 - iii. Non-permeable pathways not exceeding 1.5m in width.
 - iv. All other permeable areas that are not landscaped area as per the definition in Chapter J of the AUP should not be shown on Drawing RA0202.
- d. Please then remove exclude any individual/non-contiguous areas less than 5 m².
- e. Please then identify whether those elements which are listed in clause (1) of the definition of landscaped area in Chapter J of the AUP consist of more or less than 25% of the total landscaped area. It is noted that the currently-identified permeable area (1,740 m²) is 34.3% of the currently-identified landscaped area (5,072 m²). If this is more than 25%, please only count towards landscaped area that portion of the elements listed in clause (1) that is no more than 25% of total landscaped area (i.e. no more than a third of all other areas that form part of landscaped area).

If it is determined that the total landscaped area (when determining this in accordance with the definition in Chapter J of the AUP) is less than 5,072 m², please identify the increased inconsistency with Standard H4.6.10 and update the assessment of environmental effects in relation to this inconsistency.

Please revisit this response after accurately showing the extent of all impervious areas, as requested under item 32.

Permeable paths cannot be included as part of landscaped area unless they consist of pavers no more than 650 mm in dimension. Therefore, most of the internal paths should be excluded from landscaped area, unless the paths are confirmed to be impervious, in which case only those more than 1.5 m should be excluded and these must be included as part of impervious area.

In sufficient information is provided in order to verify that all decks included as part of landscaped area will be no more than 1 m above finished ground levels. Drawing RA0203 only provides deck heights for Lots 17 to 23 and does not compare these to the height of ground levels beneath the decks.

Those parts of the decks that are covered by roof (e.g. at Units 15 and 16) have not been removed from the landscaped area.

Please clarify how pebble paths fall within the definition of “landscaped area” under Chapter J of the AUP, given that they are not grassed, planted, an ornamental pool, paving blocks, terraces, decks, non-permeable paths or artificial lawn. These areas should be excluded from landscaped area.

It is expected that the proposed landscaped area, when correctly calculated, is much less than that stated, and potentially below 30%. Please identify any increased inconsistency with Standard H4.6.10 and update the assessment of environmental effects in relation to this inconsistency.

34. Sufficient information has been provided in response to this request.

35. Sufficient information has been provided in response to this request.

However, it is noted that Units 41 to 45 (Block G) and Units 48 to 58 (Block H) are no longer provided with a ‘front’ door on their northern façade, where pedestrian access is expected to be prioritised (as JOAL 1 does not provide a footpath). Units 46 and 47 do provide this door. Please clarify.

36. Please update Drawing RA0205 to ensure that the outlook space from principal living rooms of Units 61 to 92 are all position to be measured from the centre point of the largest window on the building face to which it applies, as per Standard H4.6.11(4). The provided elevations demonstrate that these outlook spaces would not be along proposed lot boundaries. Please then confirm the dimensions of the overlaps of the outlook spaces with the outdoor living spaces and outlook spaces of adjacent units.

No changes appear to have been made. Please clarify.

37. Sufficient information has been provided in response to this request.

38. Sufficient information has been provided in response to this request.

39. For the Type A dwellings, please identify the extent to which proposed louvre screens in front of the study’s window intrude its outlook space.

Please update Drawing RA0206 to correct the placement of outlook spaces associated with Units 69 to 71. Drawing RA3011 demonstrates that the principal bedroom (Bedroom 1) is located over the kitchen at the rear of the dwelling, while Drawing RA0206 indicated the principal bedroom is the bedroom above the lounge and the front of the dwelling (Bedroom 2). Bedroom 1 is larger than Bedroom 2 (by around 1 m²) and so is clearly the principal bedroom.

Please identify to what extent the fixed aluminium louvres will restrict outlook from the study areas.

40. Please identify and list all inconsistencies with Standard H4.6.11 and provide an assessment of environmental effects in relation to these inconsistencies.

No response was provided. Please provide the requested information.

41. Please update Drawing RA0204 to remove the following areas from the shown outdoor living spaces:

- a. Those parts with a gradient exceeding 1 in 20, such as staircases to the street and gaps between retaining walls (e.g. at Unit 15).
- b. Those parts containing overhanging buildings (which is contrary to Standard H4.6.13(1)(d) and different from eaves less than 750 mm), such as the overhang of the study for the Type A dwellings, the overhang of the master bedroom (and study) for the Type B and C dwellings, the overhang of Bedroom 2 for the Type D dwellings and the overhang of Bedroom 1 in the Type E dwellings.

Please then identify the minimum dimension provided for each unit, including whether this is less than 4 m for any dwellings further to those identified in the AEE.

Please update the assessment of environmental effects in relation to the inconsistencies with Standard H4.6.13.

With cross-reference to the finished contour plan provided in the engineering drawing set (Sheet 207), there are a number of parts of the outdoor living spaces that have a gradient of more than 1 in 20 (5%). For example, the areas within Lots 1 to 8 and 17 to 23 have grades of approximately 1 in 5 (20%), and the areas within Lots 42 to 58 have grade of approximately 1 in 4 (25%). The gradients of the spaces in Lots 59 to 78 are also clearly well over 1 in 20. Please accurately respond to the above request.

42. Please comment on whether the decks of Units 15 and 16 are of a functional size and dimension for use as the primary outdoor living space.

The provided response does not recognise that the provided outdoor living space is split between multiple tiers and includes land with a grade of more than 1 in 20 (when giving regard to the changes to retaining walls proposed in response to other items). Please address this. In order to demonstrate functionally, occupation of the flat areas with a table and chairs suitable to the number of occupants expected to be resident should be provided.

43. Please provide an accurate assessment of the proposal against Standard H4.6.14. The AEE specified compliance with this standard without any explanatory comments. However, a number of inconsistencies have been identified. In relation to this:

- a. Please identify those locations where the combined height of retaining walls and fencing within a 3 m yards from the eastern and southern boundaries will be greater than 1.8 m in height above the ground level at the adjacent boundary.

- b. Please identify those locations where the combined height of retaining walls and fencing within a 3 m yards from the eastern and southern boundaries will be greater than 1.4 m in height above the ground level at the adjacent boundary. Please identify if this is less than 50% of the site frontage.
- c. Please identify those locations where the combined height of retaining walls and fencing within a 1 m yard from the northern boundary will be greater than 2.0 m in height above the ground level at the adjacent boundary.
- d. Subsequently, please list all inconsistencies with Standard H4.6.14 and provide an appropriate assessment of environmental effects.

As per the request under item 1, RA0104 is not accurately illustrating the height of the proposed retaining walls.

RA0104 also does not indicate those lengths where Standard H4.6.14 would not be complied with as it only shows retaining walls, not combined retaining walls and fences. It would be more beneficial for the proposed fencing (as per the landscape plan) to be indicated on the long sections of the retaining walls and those lengths where the combined height exceeds 2.0 m, 1.8 m and 1.4 m be identified and dimensioned.

No assessment of effects for the identified infringements were provided. Please provide this.

44. This request incorrectly replicated matters covered by a previous request (item 43). Please response to the additional comments against that item.

Parking and Access

45. Please clarify where secure bicycle parking spaces are provided for Units 60 to 71 and 81, as this is not identified on any of the provided plans.

Please clarify how the bicycle parking spaces indicated for Units 42 to 59 and 72 to 80 are secure as these are not positioned behind lockable gates.

If an infringement to Standard E27.6.2(6) is identified, please provide an assessment of environmental effects proposed in relation to this infringement.

The landscape plans do not show the bicycle parking spaces for Units 41 to 58 “in a bike locker or a low fence area with a lockable gate” as specified. Please clarify.

46. Sufficient information has been provided in response to this request.
47. Units 24 to 41 are provided with garages with doors that have a width of approximately 5.0 m, into a room with an internal width of 5.3 m. While the plans now show these garages as only serving a single vehicle, they remain of a design that would physically allow for two vehicles to be parked.

If these garages are used for two parking spaces, the second space would conflict with the bin storage areas for Units 25, 28, 31, 34 to 36, 39 and 42. Therefore, please either:

- a. Identify alternative suitable bin storage areas should the future residents choose to park a second vehicle in these garages and provide assessment of the suitability of providing a width that enables a second vehicle while being below the minimum width expectation of 5.5 m for a double garage; or
- b. Amend the design of the garages so that it is not physically possible to accommodate two vehicles, such as by decreasing the width of the garage doors.

If the garage door is not amended to only provide access for a single vehicle or the internal design of the garage is not amended to physically prevent the parking of two vehicles, then the garages will be treated as double garages and sufficient bin storage area is not provided within the garage and therefore not provided for the unit. Please clarify whether this is accepted or whether further amendments are to be made to appropriately address this matter.

48. Sufficient information has been provided in response to this request.

However, it is suggested that the extent of pavement opposite Lot 1 be slightly increased in order to avoid the need for an additional manoeuvre.

49. Sufficient information has been provided in response to this request.

50. Sufficient information has been provided in response to this request.

However, it would be beneficial to receive further comment from a traffic engineer regarding the suitability of requiring an additional manoeuvre in the location specified (the main entrance to the complex used by all 100+ parking spaces).

51. Sufficient information has been provided in response to this request.

52. Please comment on the appropriateness of all manoeuvres existing the garages of Units 1 to 8) being required to undertake turning movements over the proposed mountable kerb footpath.

Please assess the effects on pedestrian amenity (noting that this is the primary pedestrian access for 10 dwellings), not just the functionality of the mountable kerb for vehicles. Regard should be given to the provisions of Plan Change 79, decisions of which may be released prior to decisions on this resource consent.

Please demonstrate whether vehicles are able to reverse into the garages with fewer conflicts with the mountable kerb footpath.

53. Please clarify whether all external parking spaces will be provided with wheel stops. This is recommended in order to avoid overhanging onto adjacent footpaths.

Please show on the plans the wheel stops for the parking spaces in Lots 41 to 58.

54. Please provide plans that demonstrate that “all footpaths will be grade separated, including at crossings” as advised in the email dated 2 October 2023.

In relation to this, please identify any implications on the gradient of parking spaces directly adjacent to pedestrian crossings, such as the parking spaces outside of Units 90 and 95.

The architecture and landscape plans do not appear to provide any details regarding the vertical separation of pedestrian paths from accessways or mention mountable kerbs (other than in front of Lots 1 to 8). Please clarify.

No information is provided regarding vertical separation at pedestrian crossings. Please provide this information.

55. Sufficient information has been provided in response to this request.

56. Please clarify whether rubbish trucks are expected to travel along JOAL 1.

- a. If so, please identify how the rubbish truck will be able to undertake a turning manoeuvre.
- b. If not, please explain where bins for Units 35 to 48 are expected to be collected from.

Please identify the specific location of the loading space within JOAL 5 that a rubbish truck would be required to stop at.

Please demonstrate how bins for 13 dwellings are able to be positioned on collection day adjacent to JOAL 5 in a safe and efficient manner without blocking the footpath or driveway, recognising the limited berm space available and the gradient of the accessway.

Please provide assessment regarding pedestrian access (moving bins) along JOAL 1 given that it serves 18 parking spaces and no dedicated pedestrian path is provided.

Please demonstrate how the truck is able to manoeuvre to and from this loading space, noting that the tracking diagrams show the rubbish truck is required to cross over the centreline of the JOAL.

Please demonstrate how vehicles will be able to safely pass this parked truck in both directions, including tracking curves and visibility assessment.

Please provide an assessment of the appropriateness of rubbish loading on a driveway with a gradient of up to 14.28% (as shown on Sheet 310).

Council does not currently support this arrangement.

57. Please provide a lighting plan prepared by suitably qualified lighting engineer to demonstrate that consistent and uniform lighting is proposed at communal areas where people movement is expected. JOAL and the common access areas need to ensure safe access after dark, as required under Standard E27.6.3.7. AUP recommends that lighting for pedestrian areas should be calculated in accordance with AS/NZS1158 series of standards and that is following Chapter E24 Lighting of the AUP (OP).

The response stated that a lighting plan was now provided, but this was not included as part of the response material.

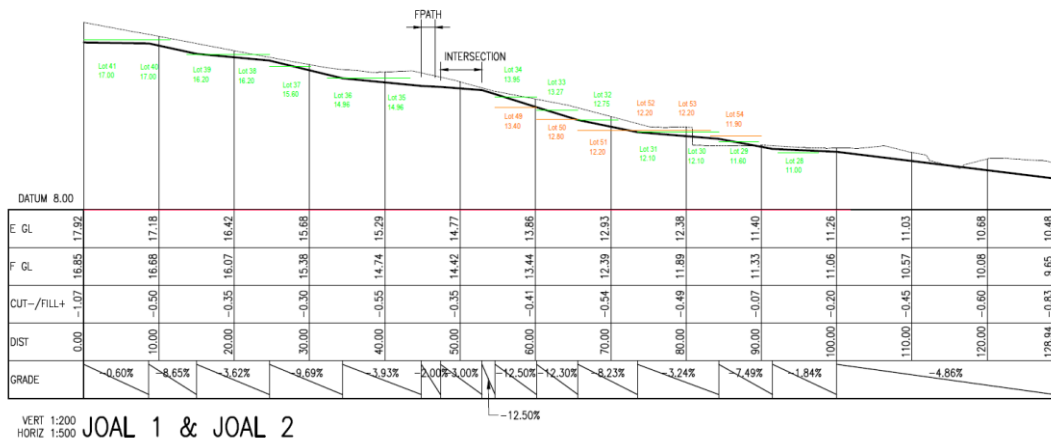
58. In relation to those sections of the proposed accessway that is less than 5.5 m:
- Please provide dimensions of the minimum widths of each of these sections on the proposed plans, alongside the lengths where the width is less than 5.5 m.
 - E27.6.4.3.2(T151) specifies that “The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided” [emphasis added]. Please clarify whether clear sight lines are provided along the entire access where a width of less than 5.5 m is proposed for part of that access.

While the provided assessment is appreciated and understood, please provide the requested dimensions in order for the infringement of the E27 width standards to be quantified.

59. This request is no longer relevant following changes to the gradient of JOAL 3 (the change in gradient at summit is now less than 12.5%).
60. Significant clarification is requested in order to demonstrate that the proposed gradients of JOALs 1 and 2 and the parking spaces for Units 34 to 60 comply with Standards E27.6.3.6(3) (maximum 5% in any direction for parking spaces), E27.6.3.6(4) (maximum 12.5% for manoeuvring areas) and E27.6.4.4(1) (maximum 12.5% for vehicle access used by heavy vehicles, measured on the inside radius).

While the provided longitudinal section for JOALs 1 and 2 shows a maximum gradient of 12.5%, there is doubt in regard to practicality of tying into adjacent garages and parking spaces while not exceeding this gradient in any direction. This doubt results from the following observations, amongst others:

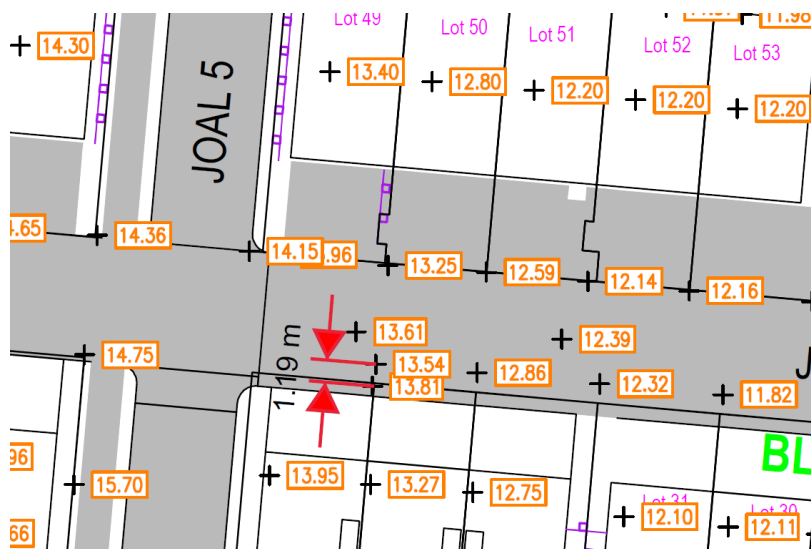
- The finished levels for the adjacent lots being up to 0.7 m different from the levels of the adjacent accessway, as shown on the provided longitudinal section for JOALs 1 and 2. It is further noted that the levels shown for Lots 23 to 41 are the flat levels of the proposed garages, and the levels for Lots 33 and 34 are over 0.5 m higher than level of the adjacent accessway.



- b. The 3D imagery provided within the architectural plans seemingly shows JOAL 2 is not flush with the garages of Units 23 to 41, including 'covering over' part of the garage doors.



- c. The spot heights of 13.54m and 13.81 m adjacent to Lots 33 and 34 shown on Sheet 202 are approximately 1.2 m apart, indicating a gradient of 22.7% (1 in 4.4) in this location.



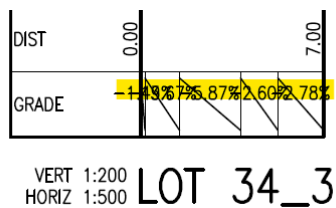
- d. The parking spaces for Lots 43 to 60 commence direct against JOALs 1 and 2. Where the JOAL has a grade of more than 5%, part of those parking spaces would subsequently be more than 5%. This appears to impact the parking spaces for Lots 46, 49, 50, 51 and 54. It is calculated that an additional depth of at least 1.65 m would be required between the edge of a 12.5% grade accessway and a 5% grade parking space (with a grade of 12.5% for the transition). Therefore, in order for compliant gradients to be achieved for the parking spaces of Lot 49, its depth from the edge of the 5.5 m accessway would need to be at least 6.65 m, when it is only 5 m (when excluding consideration of a 1 m overhang).

A highly-detailed finished contour plan should be provided in order to demonstrate how the proposed levels can be achieved while complying with the relevant maximum gradients. It would also be helpful to provide sections showing the change in gradient along the tracking curves for some of the steeper manoeuvres, such as to and from the parking spaces for Lots 49 to 51 and 32 to 34.

If any infringements to Standards E27.6.3.6(3), E27.6.3.6(4) and/or E27.6.4.4(1) are identified as a result, please provide the relevant assessment of environmental effects associated with this.

Thank you for the detailed information provided in the engineering plans in response to this item, including the significant changes to the gradient of JOAL 2.

Please provide a legible version of the grades specified in the Lot 34_3 long section (refer below).



Please provide a plan similar to Sheets 302 and 303 that correlates with the long sections for Lots 24 to 31 and 35 to 40 provided on Sheets 318 and 319.

The long sections for LOT 36_IN and LOT 38_IN include summit with a change in gradient exceeding 12.5% (17.54% and 15.18%, respectively) without a 2 m transition. This is not consistent with Standard E27.6.4.4(2). Please amend the levels and gradients to achieve compliance or provide assessment of the effects of the infringement.

Please also refer to the comment against item 1 regarding the consistency of the elevations in the architectural drawing set to the garage floor levels used in the engineering plans.

61. This request is no longer relevant following the changes to the extent of parking for Lots 41 to 56.
62. *Comments on this response is pending feedback from Council's traffic engineer.*
63. *Comments on this response is pending feedback from Council's traffic engineer.*
64. *Comments on this response is pending feedback from Council's traffic engineer.*
65. Please provide mitigation of how slow speed environment will be maintained along the proposed JOAL.

Please provide further details of the raised pedestrian crossing points, such as a cross-section with gradients specified.

Further comments on this response is pending feedback from Council's traffic engineer.

66. *Comments on this response is pending feedback from Council's traffic engineer.*

67. *Comments on this response is pending feedback from Council's traffic engineer.*

68. *Comments on this response is pending feedback from Council's traffic engineer.*

69. Please provide reasoning for not providing the single vehicle crossing to Auckland Transport's commercial standards, given that it will serve 92 dwellings.

Please update the engineering plans to refer to AT's Commercial vehicle crossing standards (VX0203) rather than the residential standards (VX0103).

70. Sufficient information has been provided in response to this request.

71. The drawings have not shown tracking for large vehicles (trucks/refuse) turning into JOAL 1 and 2 from JOAL 5. Please provide tracking curves to demonstrate that trucks can safely manoeuvre into these areas considering the lack of turning head at the end of JOAL 1.

The Waste Management Plan (the version dated 18 May 2023, as an updated version has not been provided) does not state that "Trucks will not access JOAL 2". The provided tracking diagrams show a truck turning at the end of JOAL 1, with it understood that the turning bay is provided at the end of JOAL 1 for that reason.

Please clarify whether Units 24 to 58 are expected to move their bins to JOAL 5 as per the scenario referred to in the response to item 56 or otherwise provide the requested tracking diagram.

72. Sufficient information has been provided in response to this request.

However, note that Auckland Transport continues to considers an upgrade of the pedestrian crossing at Ara Tai to be necessary in response to the increased pedestrian demand resulting from the proposal.

73. Sufficient information has been provided in response to this request.

However, note that Auckland Transport considers that, given that the through route would not be publicly accessible, that the footpaths along Pigeon Mountain Road and Ara Tai directly adjoining the site should be widened to 1.8 m in response to the increased pedestrian demand resulting from the proposal.

Infrastructure and Servicing

74. The please clarify how mail services will readily access each dwelling's letterboxes. The landscape drawings show that the letterboxes for Units 42 to 92 (now Units 43 to 93) will be adjacent to the internal communal path network, where legal public access is not provided. Evidence that NZ Post would service these letterboxes should be provided. Otherwise, there may be the need to provide for communal letterboxes, with suitable access arrangements, adjacent to a public road.

Please provide further details regarding the proposed easement. If this easement is to be in gross in favour of Auckland Council, please identify whether the footpath(s) within this easement will meet Auckland Transport's standards for a public footpath.

Please clarify whether consultation with NZ Post has been undertaken.

75. This request incorrectly replicated matters covered by a previous request (item 56). Please response to the additional comments against that item.
76. *Comments on this response is pending feedback from Council's development engineer and Watercare Services Limited.*
77. *Comments on this response is pending feedback from Council's development engineer.*

Stormwater Management and Flooding

78. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*
79. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*
80. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*
81. Sufficient information has been provided in response to this request.
82. Sufficient information has been provided in response to this request.
83. Sufficient information has been provided in response to this request.

However, please note that Sheet 400 (engineering drawings does not show a line between 'SW filter 2' and 'SWMH 4-1', which is assumed to be proposed.

84. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*

Works within public reserve and road berms

85. Sufficient information has been provided in response to this request. Any further updates regarding the status of that Land Owner Approval application would be appreciated.
86. Please confirm whether works associated with the existing pohutukawa trees within the reserve land will comply with the following standards. If they will not, please identify any additional reasons for consent and provide the relevant assessment of environment effects.
 - a. For any tree trimming or alteration, Standard E16.6.1.
 - b. For any works within the protected root zones, Standard E16.6.2.

Please provide comment from an arborist to verify that compliance with these standards can be achieved.

87. Please clarify the grades of the pedestrian paths proposed within the public reserve and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 1 to 15.

Please confirm the grades of the remaining pedestrian path within the public reserve. The requested assessment should include consideration of specify how individuals such as wheelchair users and parents with prams will be able to utilise the proposed footpath connections. Note that public footpaths (including paths within reserves) are expected to have a maximum gradient of 5%.

88. Please clarify the grades of the individual path connections proposed within berm of Pigeon Mountain Road and assess whether these are suitable for the sole dedicated pedestrian access routes to Units 16 to 22.

Please specify the grades proposed. It appears that these may be grades of up to 30%.

Please note that Councils is of the view that if public access to Units 15 to 23 directly from Pigeon Mountain Road is not achievable, the alternative primary pedestrian access along JOAL 4 would currently prevent safe and separated access to these dwellings.

89. Sufficient information has been provided in response to this request. While specifying the grades would be appreciated, the existing berm (unaltered by the proposal) appears to be relatively level.
90. Please demonstrate the practicality of establishing the proposed paths within the public reserve and the path connections in the adjacent road berms and advise of any additional earthworks or retaining structures that would be necessary to complete these works. If an additional works would be required, please identify any further reasons for resource consent and provide an appropriate assessment of environmental effects.

Despite the response provided, the engineering plans have been updated to show that earthworks are proposed within the berms and the public reserve. In addition, the architectural plans continue to show stairs within the public reserve, which are expected to require change to the adjacent landform.

Please provide an accurate response to this item.

91. Sufficient information has been provided in response to this request. It is recognised that changes to JOAL 4 have since been proposed in order to reflect this now being the 'frontage' of Units 1 to 14.
92. Sufficient information has been provided in response to this request.
93. Sufficient information has been provided in response to this request.

Subdivision

94. The scheme plan appears to suggest that the lots solely containing external parking space lots would be created as separate landlocked sites with their own Records of Title, which is not acceptable to Council. Please either:
- a. Confirm what amalgamation conditions are proposed in order to ensure that the parking space lots are held with one of the dwelling lots; or
 - b. Identify what parameters will be followed when determining amalgamations at section 223 stage. For example, it could be identified that certain groups of parking space lots would be attributed to certain groups of dwelling lots.

Thank you for confirming that the parking lots will be amalgamated with the dwelling lots.

Please provide the additional information requested regarding the specific amalgamation conditions proposed. This may be provided as part of the updated subdivision scheme plan, which has not yet been sent through.

95. Sufficient information has been provided in response to this request.
96. Sufficient information has been provided in response to this request.
97. Sufficient information has been provided in response to this request.
98. The inclusion of landscaped areas, cycle storage areas, rubbish bin storage areas and pedestrian paths – all of which are not intended to be trafficable by vehicles – within a commonly-owned access lot containing a vehicle accessway is in conflict with section 298 of the Property Law Act 2007, which gives all owners of a share in a access lot that includes a driveway the right to pass and repass over all of the COAL, including the right to have the COAL kept free of obstructions at all times.

Council's preference is for either:

- a. Additional commonly own lots to be created for non-trafficable areas, separate to a COAL for the accessway; or
- b. Lot 200 to be owned by an incorporated society that the owners of all other lots are required to be members of (this would result in the requirements of section 298 of the Property Law Act 2007 not being applicable).

Please advise whether you will make any changes to the subdivision scheme plans based on this advice.

An updated scheme plan has not been provided to clarify the response to this item.

Changes to the Proposal

99. Should any changes be made to the proposal in conjunction with the response to this section 92 request, please provide all information necessary to satisfy the requirements of Schedule 4 of the RMA for those changes. This includes any additional assessment (to the satisfaction of Council) related to any new reasons for consent or any new or increased infringement of or inconsistency with any relevant AUP standards.

As a result of the various changes made since preparation of the original section 92 request:

- a. Please provide an assessment of the outdoor living spaces for Units 87 and 88 against the purpose of Standard H4.6.13. In particular, please clarify how the provided depth and area of the provided balconies are of a functional size and dimension for the likely number of occupants.
- b. The removal of the paved second parking space for Units 41 to 58 results in a number of outcomes that are considered to not be appropriate. Please consider further changes to avoid the following outcomes, or otherwise provide assessment to support the arrangements:
 - The bike and bin storage areas for Units 42, 43, 45 to 48, 52, 53 and 56 to 58 are now only accessible across grass. During meetings regarding design changes in response to the section 92 requests, it was understood that these would be located to be accessible from paved areas. This arrangement is also inconsistent with the Auckland Design Manual Design Element Guide R7 – Design for Waste.
 - The entrance doors for Units 41 to 58 are directly onto the vehicle parking space. During meetings regarding design changes in response to the section 92 requests, it was understood that the single parking spaces would be located to not be in front of the doors.
 - The grass provided in place of a second vehicle parking space is expected to still be used as an unformed parking space (which would not comply with the E27 standards). In order to avoid this unintended outcome, this area should be subject to planting instead.

Please note that further requests related to other changes may arise following receipt of feedback from the remaining Council specialists.

Requested information – WAT60423590

Original requests

1. Sufficient information has been provided in response to this request.
2. Sufficient information has been provided in response to this request.
3. Sufficient information has been provided in response to this request.

4. Sufficient information has been provided in response to this request.
5. Sufficient information has been provided in response to this request.
6. Sufficient information has been provided in response to this request.

Additional requests

7. Based on the predicted settlements presented in Table 1 of the TGE letter report dated 27 November 2023, the building settlement **alert trigger level should be 7mm and the alarm trigger level should be 10mm** for BS1 to BS20 inclusive to avoid damage to the dwellings at 76 to 84 Compass Point Way) not 15mm and 20mm as indicated in the TGE report dated 4 October 2023. The report should be updated accordingly.

The penultimate paragraph on page 19 of the TGE report still refers to “*Slight*” damage and should be revised.

8. Section 4.2 of the TGE report states: “*We have extracted wall deflection profiles at several important phases. Figure 8 shows a **maximum lateral displacement of 16.7 mm** after Phase 5. This deflection represents a ratio of wall-height upon deflection (H/d) of 270 which is acceptable.*” In addition, Table 11 TGE indicate that the lateral deflection of the wall for Section 1 is 13.4mm, Section 2 is 16mm and Section 3 is 16.7mm. However the alarm levels for the lateral deflection for the deflection markers on the top of the wall presented in Table 13 varies as follows: **22mm** for DM6-7, **32mm** for DM1-3 and DM8-9 and **45mm** for DM4-5. Please provide clarification and updated the alert and alarm trigger levels for DM1- DM9 accordingly.

Other Comments

The following additional non-s92 comments are also provided for your consideration:

- A number of the dwellings contain combined kitchen-dining-living space that appear to be well below the 44.2 m² recommended by the Auckland Design Manual Design Element Guide R6 for a three-bedroom dwelling. These room sizes – particularly for Unit types A1, A2, C1, C2 and E1 – may compromise providing for the day-to-day needs of residents.
- The Housing Improvement Regulations 1947 specify that the minimum permissible size for a bedroom is 6 m² and prevents two or more adults sleeping in bedrooms less than 10 m². Some of the proposed bedrooms – for example, Unit type A2 – includes bedrooms less than 10 m² with double bedrooms and some bedrooms are close to 6 m².
- Council continues to not support the infringement of Standard E27.6.2(8) as per the non-s92 comment included in the letter dated 24 October 2023. The issues raised in relation to BUN60419132 item 56 are indicative that a dedicated on-site loading space would be beneficial for the proposal.
- Any pedestrian connection within the road reserve requires an approved encroachment license from AT.

Please recognise that although Council may have confirmed that sufficient information has been provided in response to the requests for further information, this does not necessarily mean that Council is supportive of that element of the proposal.

If you have any queries, please contact me at aaron@civilplan.co.nz and quote the application number above.

Yours sincerely,

Aaron Grey
Consultant Planner

3 May 2024

Campbell Brown Planning Limited
PO Box 147001
Ponsonby
Auckland 1144

Attention: Yujie Gao

Dear Yujie,

Resource consent application – Further information request update

Application number(s):	BUN60419132 (LUC60419133, SUB60419134) WAT60423590
Applicant:	HND HMB Limited
Address:	3 Pigeon Mountain Road, Half Moon Bay
Proposed activity(s):	92 dwellings, including earthworks, access, parking and subdivision

Following receipt of the responses to the section 92 requests for further information sent out on 24 October 2023 (for BUN60419132) and 17 November 2023 (for WAT60423590), the responses have been received by Council and comments on most matters are provided as follows.

Additional feedback from specialists remains pending in order to confirm any feedback on the responses to the following requests: BUN60419132 items 18, 19, 76, 77, 78, 79, 80 and 84.

These comments specify that further information remains outstanding in relation to the following requests: BUN60419132 items 1, 27(a), 30, 31, 33, 42, 54, 57, 60, 62, 63, 64, 66, 67, 68, 71, 74, 94, 98 and 99(a). In addition, a handful of additional requests have been identified within the scope of BUN60419132 item 99.

Application BUN60419132 remain on hold until sufficient information has been provided in response to each request.

Further information also remains outstanding relation to WAT60423590 item 8, although application WAT60423590 does not remain on hold as this item did not form part of that application's first request for information. However, as previously agreed, the timeframes for WAT60423590 will be extended to match those for BUN60419132 once that can be taken off hold.

Requested information – BUN60419132

Consistency of Plan Sets

1. Please provide consistent architectural, landscape, engineering and subdivision plan sets for assessment.

We request that the following amendments be made to the provided plans in order to reflect the information provided in all responses to date:

- On drawing RA1317, please change the fencing in front of Lot 25 to be a 1.2 m permeable fence rather than a 0.8 m block wall given that the relevant retaining wall is over 1 m in height.
- On Drawings RA3000, RA3001 and RA3001.1, please re-add the deck depth dimensions previously provided that confirmed the depth of that part of the deck that does not include stairs.
- Please provide consistency between the plans regarding all decks, noting that some plans show that one or both of the ends of the decks show a strip of landscaping while others show decking extending across the full width of the dwelling/lot. For example, units in Block D has a landscape strip shown on some architectural plans but not on the landscape plans, while some units in Blocks A, B, G and H has a landscape strip shown on the landscape plans but not on some of the architectural plans.
- Please correct the architectural and landscape drawings to show the driveway for Unit 16 extending out to JOAL 5 as shown on the engineering drawings.
- Please name the dwelling typology shown on Drawing RA3008.

In addition, updated subdivision scheme plans have not been provided. Please provide a copy of these.

Earthworks

2. Sufficient information has been provided in response to this request.
3. Sufficient information has been provided in response to this request.
7. Sufficient information has been provided in response to this request.
8. Sufficient information has been provided in response to this request.
10. Sufficient information has been provided in response to this request.
13. Sufficient information has been provided in response to this request, noting that earthworks are no longer proposed within the protected root zones of trees in the open space zone.

Retaining Walls

18. *Comments on this response is pending feedback from Council's development engineer.*
19. *Comments on this response is pending feedback from Council's development engineer.*
22. Sufficient information has been provided in response to this request.

Dwellings and Landscaping

27. Under Standard H4.6.5, the 2.5 m and 45 degree recession plane remains applicable to the site's boundary with the reserve land between the site and Ara Tai, noting that the exemption under Standard H4.6.5(2)(b) only applies to Open Space zoned areas with a width greater than 20 m. Therefore, please:
 - a. Identify the extent to which Units 1 to 15 intrude the 2.5 m and 45 degree recession plane from the northern boundary of the site; and
 - b. Provide an appropriate assessment of environmental effects associated with any infringements.

Sufficient information has been provided in response to part (b) of this request.

However, in relation to part (a), there remains insufficient information in order to quantify the recession plane infringements for Units 3 to 15. While the elevations hatches areas of recession plane intrusions for Units 3 to 8 (RA1031 A002-1), 9 to 14 (RA1032 A002-1), these are not dimensioned, and recession planes are not provided on most of the relevant side elevations (RA1031 A002-2, RA1032 A002-3, RA1032 A002-4). There is also no information provided to demonstrate whether Unit 15 infringes the recession plane. This information is required in order to confirm the applicable reasons for consent for the application.

30. Please identify those locations where the fencing above the proposed retaining walls within a 1 m yard from the northern boundary and 3 m yards from the eastern and southern boundaries will be greater than 2.5 m in height above existing ground levels. For these locations, please identify a further infringement of Standard H4.6.7 and provide an appropriate assessment of environmental effects.

Drawing RA1317 identifies that the maximum combined height of the wall and fence adjacent to Unit 33 is 2.504 m, which is still (marginally) over 2.5 m and therefore an infringement of Standard H4.6.7. Please confirm the length of this infringement and provide the requested assessment of environmental effects.

Please provide the requested assessment of environmental effects for the infringement of Standard H4.6.7 identified in the response for Unit 24 (maximum height of 2.7 m, exceeding 2.5 m for a length of 5.4 m).

31. In relation to each of the following features, please either update Drawing R0201 to show these as part of impervious area or update the landscaping plans to demonstrate that they will not constitute impervious area:

...

In order to accept the accuracy of the impervious area specified on drawing RA0201: please address the matters previously raised:

- Please update the landscape plans to show that individual bin storage areas are to be permeable pavers. Alternatively, please add these areas to the total impervious area.
- Please update the landscape plans to specify that “paved path” (Type H) will consist of permeable pavers.

As drawing RA0201 identifies a total impervious area of 9,596 m² (which is greater than 9,512 m²), please provide the required updated assessment.

33. In relation to Standard H4.6.10 (Landscaped area) and Drawing RA0202:

...

In order to accept the accuracy of the landscaped area specified on drawing RA0202: please address the following matters:

- For Blocks I and J, the decks (part of “Landscape area category 1a,b,c”) should extend for the full width of the dwellings, as shown on the landscaped plans.
- Drawing RA0155 indicates that the deck for Unit 9 may be more than 1 m above finished ground levels and therefore should be excluded from the total landscaped area.
- Despite the response stating that “Bin storage and covered bike stand areas has been removed”, this does not appear to have occurred. This is particularly noticeable for Units 2 to 23 and 41 to 58.
- It is unclear why the paved entrance areas next to driveways at Units 2 to 23 are shown as “Landscape area category 1a,b,c” when the landscape plans specifies these as being concrete (same treatment as the driveways). It is considered that these should be removed from the landscaped area.
- Please include all pavers as part of “Landscape area category 1a,b,c”.

36. Sufficient information has been provided in response to this request.

39. Sufficient information has been provided in response to this request.

40. Sufficient information has been provided in response to this request.

41. Sufficient information has been provided in response to this request.
42. Please comment on whether the decks of Units 15 and 16 are of a functional size and dimension for use as the primary outdoor living space.

The rationale for the further changes to Units 15 and 16 are noted.

However, the proposed response does not directly address the original request.

The amended Unit 15 outdoor living space now provides a level 4 m x 5 m area and so further comment is not necessary.

However, for Unit 16 stairs are proposed through the middle of the shown 4 m x 5 m area. Please provide further comment in order to demonstrate that the provided outdoor living space, including those parts outside of the shown 4 m x 5 m area, are of a functional size and dimension.

43. Sufficient information has been provided in response to this request.

Parking and Access

45. Sufficient information has been provided in response to this request.
47. Sufficient information has been provided in response to this request.
52. Sufficient information has been provided in response to this request. However, please note that further assessment in relation to this matter may should decisions on Plan Change 79 be released.
53. Sufficient information has been provided in response to this request.
54. Sufficient information has been provided in response to this request.
56. Sufficient information has been provided in response to this request. However, please refer to the additional requests under item 99.
57. Please provide a lighting plan prepared by suitably qualified lighting engineer to demonstrate that consistent and uniform lighting is proposed at communal areas where people movement is expected. JOAL and the common access areas need to ensure safe access after dark, as required under Standard E27.6.3.7. AUP recommends that lighting for pedestrian areas should be calculated in accordance with AS/NZS1158 series of standards and that is following Chapter E24 Lighting of the AUP (OP).

Provision of a lighting plan remains outstanding.

58. Sufficient information has been provided in response to this request. Council continues to consider that there is an infringement to E27.6.4.3.2(T151) as this requires clear sight lines along the entire access as well as passing bays.

60. Significant clarification is requested in order to demonstrate that the proposed gradients of JOALs 1 and 2 and the parking spaces for Units 34 to 60 comply with Standards E27.6.3.6(3) (maximum 5% in any direction for parking spaces), E27.6.3.6(4) (maximum 12.5% for manoeuvring areas) and E27.6.4.4(1) (maximum 12.5% for vehicle access used by heavy vehicles, measured on the inside radius).

...

As previously requested, please provide a plan similar to Sheets 302 and 303 that correlates with the long sections for Lots 24 to 31 and 35 to 40 provided on Sheets 318 and 319.

Despite the response provided, the long sections for LOT 36_IN and LOT 38_IN have not been updated and still include a summit with a change in gradient exceeding 12.5% (17.54% and 15.18%, respectively) without a 2 m transition. Please amend the levels and gradients to achieve compliance or provide assessment of the effects of the infringement of Standard E27.6.4.4(2).

62. Please provide a context site plan that shows all details at the road frontage (both Compass Point Way and Pigeon Mountain Road) and its relationship to the location of the two-way vehicle crossings. This should include the number of traffic lanes, flush median including width, edge line markings, on street parking, street lighting pole, catch pit and any other road furniture for the full frontage of the site.

Council's traffic engineer is unable to locate the provided context site plan that shows the information requested. Please clarify which drawing this is.

63. Please provide signage and markings plan (directional arrows within the boundary to route traffic flows) including analysis of how cross-roads (private) and 90-degree bends will function within JOALs. This information is required to ensure operations and safety of internal driveway traffic is maintained.

Council's traffic engineer specifies that the signage and marking plan does not include key details such as internal intersection control analysis, one way / two way traffic and bollards where pedestrian connections adjoins Pigeon Mountain Road.

64. Please confirm if there will be any sightlines issue (visibility envelope) given 90-degree bends around the proposed driveway. Please provide assessment and accordingly provide mitigations to ensure safe ingress/egress of vehicles at all times.

Council's traffic engineer requires a corner sightline assessment to be provided to ensure car/car and car/pedestrian safety is not compromised (given absence of all corner splays).

65. Sufficient information has been provided in response to this request. However, Council's traffic engineer recommends adding a speed hump around JOAL 5 to slow down vehicles, especially around JOAL's cross-roads. If this is not provided, conditions of consent may be imposed to require this.

66. Visibility splays should be provided on either side of the vehicle crossings in accordance with Figure 3.3 of Standard ASNZS2890.1-2004 (2.0m x 2.5m splays), whereby any vegetation within the splay area should be limited to 0.6m in height and any fencing should be permeable and restricted to a maximum of 1m in height. In this regard, adequate visibility can be achieved between exiting vehicles and oncoming pedestrians. Please provide detailed analysis as to whether this can be achieved and annotate the same on the plans.

Council's traffic engineer does not agree with the position that the requested splays cannot be provided. As was requested, please provide detailed analysis as to whether the splays can be achieved and annotate the same on the plans.

67. Please provide inter-visibility assessment around crossroads and around 90 degree bends to ensure cars can pass each other (tracking) without any blockage from infrastructure (such as fence).

Council's traffic engineer does not agree with the position taken in the response. Please provide the requested inter-visibility assessment around crossroads and around 90 degree bends to ensure cars can pass each other (tracking) without any blockage from infrastructure (such as fence).

68. Please show and annotate on the Engineering drawings the proposed (all) car park spaces with their associated Length, Width and depth dimensions.

The widths of the internal garages for typologies "Type C1.1-Corner", "Type C2-int", "Type C2-Corner", "Type C2.1-Corner", "TYPE C3-int" and "TYPE C3-CORNER" are not provided.

The depth of the internal garages for typology "TYPE C3-int" should be corrected to exclude the bin storage area (this is assumed to be 5.51 m like "Type C2-int").

Please identify the widths of the internal garages for typologies "TYPE A_1-CORNER", "TYPE D2" and "TYPE D4" to exclude the laundry areas. Please also refer to the additional requests under item 99 below.

69. Sufficient information has been provided in response to this request, recognising that the plans have been amended to refer to AT's Commercial vehicle crossing standards (VX0203) rather than the residential standards (VX0103).

71. The drawings have not shown tracking for large vehicles (trucks/refuse) turning into JOAL 1 and 2 from JOAL 5. Please provide tracking curves to demonstrate that trucks can safely manoeuvre into these areas considering the lack of turning head at the end of JOAL 1.

The amended waste collection for Units 35 to 47 is recognised, removing the need for trucks to access JOAL 1.

The requested truck tracking curves for a truck turning into JOAL 2 from JOAL 5 (and from JOAL 2 into JOAL 5) still have not been provided.

Infrastructure and Servicing

74. The please clarify how mail services will readily access each dwelling's letterboxes. The landscape drawings show that the letterboxes for Units 42 to 92 (now Units 43 to 93) will be adjacent to the internal communal path network, where legal public access is not provided. Evidence that NZ Post would service these letterboxes should be provided. Otherwise, there may be the need to provide for communal letterboxes, with suitable access arrangements, adjacent to a public road.

A response to the following remains outstanding:

- Please provide further details regarding the proposed easement. If this easement is to be in gross in favour of Auckland Council, please identify whether the footpath(s) within this easement will meet Auckland Transport's standards for a public footpath.
- Please clarify whether consultation with NZ Post has been undertaken.

76. *Comments on this response is pending feedback from Council's development engineer and Watercare Services Limited.*

77. *Comments on this response is pending feedback from Council's development engineer.*

Stormwater Management and Flooding

78. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*

79. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*

80. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*

84. *Comments on this response is pending feedback from Council's development engineer and Healthy Waters.*

Works within public reserve and road berms

86. Sufficient information has been provided in response to this request, noting that earthworks are no longer proposed within the protected root zones of trees in the open space zone.

87. Sufficient information has been provided in response to this request.

88. Sufficient information has been provided in response to this request.

90. Sufficient information has been provided in response to this request.

Subdivision

94. The scheme plan appears to suggest that the lots solely containing external parking space lots would be created as separate landlocked sites with their own Records of Title, which is not acceptable to Council. Please either:
- a. Confirm what amalgamation conditions are proposed in order to ensure that the parking space lots are held with one of the dwelling lots; or
 - b. Identify what parameters will be followed when determining amalgamations at section 223 stage. For example, it could be identified that certain groups of parking space lots would be attributed to certain groups of dwelling lots.

A response to the following remains outstanding:

- Please provide the additional information requested regarding the specific amalgamation conditions proposed. This may be provided as part of the updated subdivision scheme plan, which has not yet been sent through.
98. The inclusion of landscaped areas, cycle storage areas, rubbish bin storage areas and pedestrian paths – all of which are not intended to be trafficable by vehicles – within a commonly-owned access lot containing a vehicle accessway is in conflict with section 298 of the Property Law Act 2007, which gives all owners of a share in a access lot that includes a driveway the right to pass and repass over all of the COAL, including the right to have the COAL kept free of obstructions at all times.

Council's preference is for either:

- a. Additional commonly own lots to be created for non-trafficable areas, separate to a COAL for the accessway; or
- b. Lot 200 to be owned by an incorporated society that the owners of all other lots are required to be members of (this would result in the requirements of section 298 of the Property Law Act 2007 not being applicable).

Please advise whether you will make any changes to the subdivision scheme plans based on this advice.

An updated scheme plan has not been provided to clarify the response to this item.

Changes to the Proposal

99. Should any changes be made to the proposal in conjunction with the response to this section 92 request, please provide all information necessary to satisfy the requirements of Schedule 4 of the RMA for those changes. This includes any additional assessment (to the satisfaction of Council) related to any new reasons for consent or any new or increased infringement of or inconsistency with any relevant AUP standards.

As a result of the various changes made since preparation of the original section 92 request:

- a. Please provide an assessment of the outdoor living spaces for Units 87 and 88 against the purpose of Standard H4.6.13. In particular, please clarify how the provided depth and area of the provided balconies are of a functional size and dimension for the likely number of occupants.

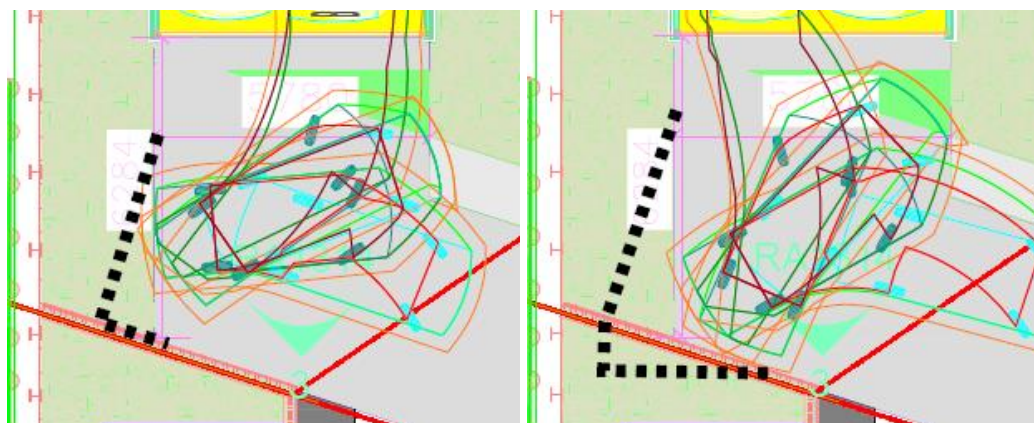
The requested assessment against the purpose of Standard H4.6.13 has not been provided.

- b. Sufficient information has been provided in response to this request.
- c. The double garage parking spaces for the revised Unit 2 does not comply with Standard E27.6.3.1 as:

- The depth of the parking spaces, excluding the laundry area, is approximately 4.85 m (this should be dimensioned on the plans), below the minimum requirement under the AUP of 5.0 m. This should ideally be at least 5.4 m to provide consistency with AS/NZS 2890.1:2004.
- The provided tracking diagrams for Unit 2's garage confirms a minimum aisle depth of 6.3 m, below the minimum requirement under the AUP (where the width of the parking space is 2.5 m – as the garage door is 5.0 m) of 6.7 m.

Please either amend the design of the garage to comply with Standard E27.6.3.1 (this is recommended, especially for the parking space depth) or confirm the additional reason for consent and provide an appropriate assessment of effects.

The required tracking for the two parking spaces for Unit 2 is noted to be very tight and requiring multiple manoeuvres. The multiple manoeuvres are also across that part of the accessway where pedestrian access to Unit 88 would be obtained. It is recommended that the extent of accessway provided in this location be increased in order to reduce the complexity of these manoeuvres. Refer to suggestions below. Any change to the extent of pavement would need to be reflected with updated assessment against the impervious area and landscaped area standards.



- d. The parking pads for Units 15 and 16, shown as being 2.5 m in width (previously these were 2.7 m in width), do not comply with Standard E27.6.3.1 as the combined parking space depth and aisle depth is a minimum of 11.3 m, below the minimum requirement under the AUP of 11.7 m. Please either amend the design of the parking pads to comply with Standard E27.6.3.1 (the spaces would only need to be increased in width to 2.6 m, which could occur alongside amendments to the pedestrian access – refer below) or confirm the additional reason for consent and provide an appropriate assessment of effects. It is noted that tracking diagrams for these parking spaces has not previously been provided.
- e. The stacked double garages for Units 87 and 88, which will have a total length of less than 10 m when excluding the laundry areas, do not comply with Standard E27.6.3.1 as the depth of at least one of the parking spaces would be below the minimum requirement under the AUP of 5.0 m. Please either amend the design of the garage to comply with Standard E27.6.3.1 or confirm the additional reason for consent and provide an appropriate assessment of effects. Note that Council is unlikely to accept a stacked double garage with an internal depth of less than 10 m.
- f. In relation to the revised waste management strategy and updated WMP:
- Section 4.1 of updated WMP specifies that Lots 35 to 40 will move bins to the edge of the adjacent JOAL. However, in this case the relevant JOAL is JOAL 1, which the responses above confirmed will not be serviced by a rubbish truck (due to no turning area being available). Please revise section 4.1 of the WMP to confirm that Lots 35 to 40 will instead place their bins kerbside on Compass Point Way, consistent with section 4.3 of the WMP.
 - Section 4.3 of the updated WMP states that, for Lots 35-40, “The truck will park on Compass Point Road in the nearest safe and unrestricted parking space”. However, NSAAT lines apply along the full length of the site’s frontage. Please clarify.
 - Noting the above, it may be more practical for Lots 35 to 40 to be serviced by Council’s public waste collection service.

- Please clarify the anticipated route that bins from the new refuse areas adjacent to Lot 79 will be wheeled to the parked collection truck within needing to use stairs. It appears that the only route available is that shown on the sketch below. Please comment on whether a more efficient route is achievable, such as through amending ground levels or landscaping.



- *Please note that further comments from Council's Waste Planning Advisor have been requested but not yet received.*

Please note that further requests related to other changes may arise following receipt of feedback from the remaining Council specialists.

Requested information – WAT60423590

7. Sufficient information has been provided in response to this request.
8. Section 4.2 of the TGE report states: *"We have extracted wall deflection profiles at several important phases. Figure 8 shows a **maximum lateral displacement of 16.7 mm** after Phase 5. This deflection represents a ratio of wall-height upon deflection (H/d) of 270 which is acceptable."* In addition, Table 11 TGE indicate that the lateral deflection of the wall for Section 1 is 13.4mm, Section 2 is 16mm and Section 3 is 16.7mm. However the alarm levels for the lateral deflection for the deflection markers on the top of the wall presented in Table 13 varies as follows: **22mm** for DM6-7, **32mm** for DM1-3 and DM8-9 and **45mm** for DM4-5. Please provide clarification and updated the alert and alarm trigger levels for DM1- DM9 accordingly.

Please provide the final design report that is updated in accordance with the comments made on 12 March 2024 (*"We will update the alert & alarm level for DM 1-9 in accordance with the model predictions"*).

Other Comments

The following additional non-s92 comments are also provided for your consideration:

- Sheet L115 of the landscape drawing set shows two options for “1.2m Aluminium Semi-Transparent Frontage Fence”. Only option 2 is supported. Please confirm whether you will remove Option 1 from the drawings. If not, expect conditions of consent to be imposed that would only allow for Option 2.
- For the frontages to Compass Point Way where a ‘fill’ retaining wall is proposed (Units 24 to 37), the setback of fencing from the retaining wall is unclear. It is recommended that this be at least 600 mm, to allow for planting between these structures. If this recommendation is agreed to, please identify this set back on the plans. Otherwise, expect conditions of consent to be imposed requiring this.
- The fence between decks and adjacent terraces of adjacent units is only a 1.2m high semi-permeable fence where fronting a road or JOAL. While this may be an appropriate design response for a front yard, it does not provide sufficient privacy for this space as a primary outdoor living area. The conflict of these being both has not been resolved adequately.

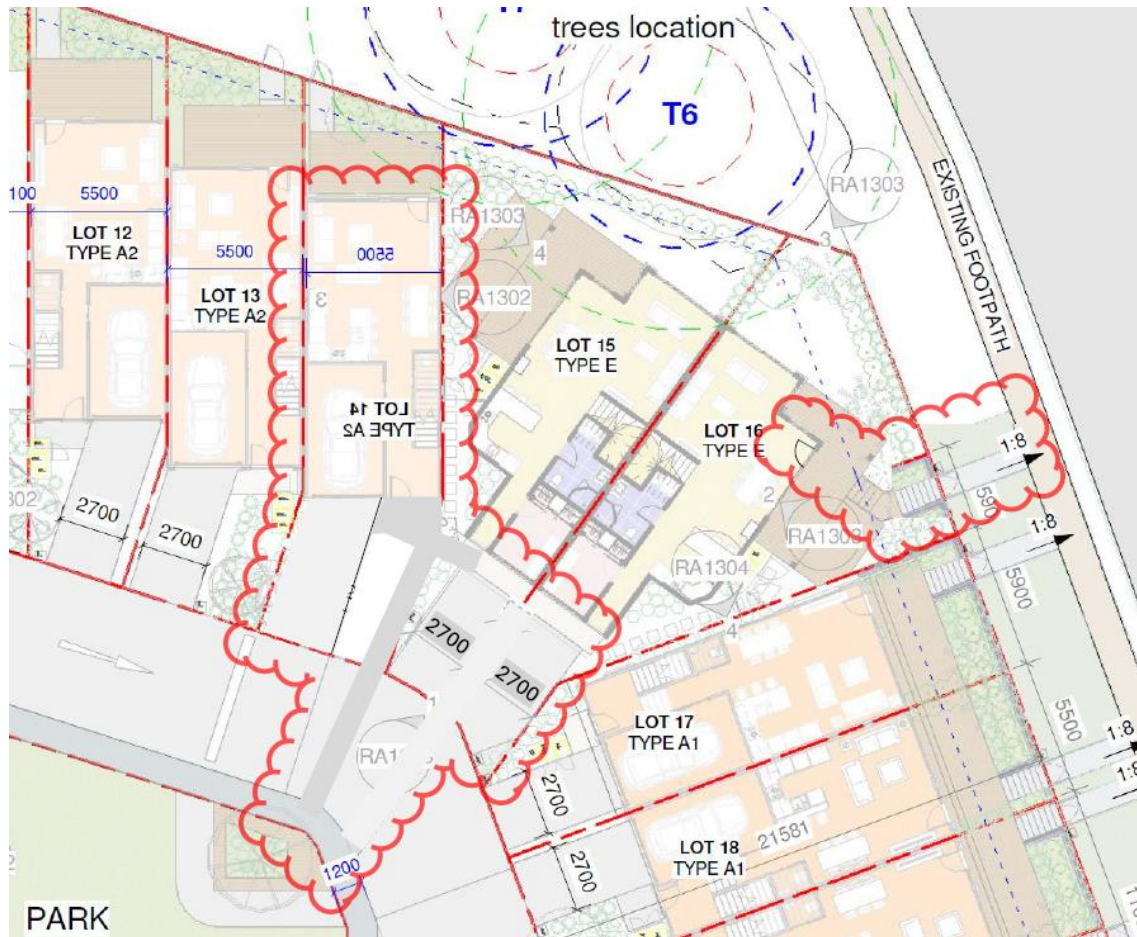
In addition, Blocks I, J and K provide a 1.6m high semi-permeable fence to separate adjacent private outdoor areas (at the rear of units). It is not clear why a lower fence standard and permeability is required.

In general, where outdoor living spaces are fronting streets / JOALS, a 1.6m semi-permeable fence and/or significant screening from landscape is required between adjacent units as a minimum. Where outdoor living spaces are not fronting these spaces (Block K, I), a min. 1.8m closed fence is recommended. OLS in Blocks F and E are separated by architectural walls.

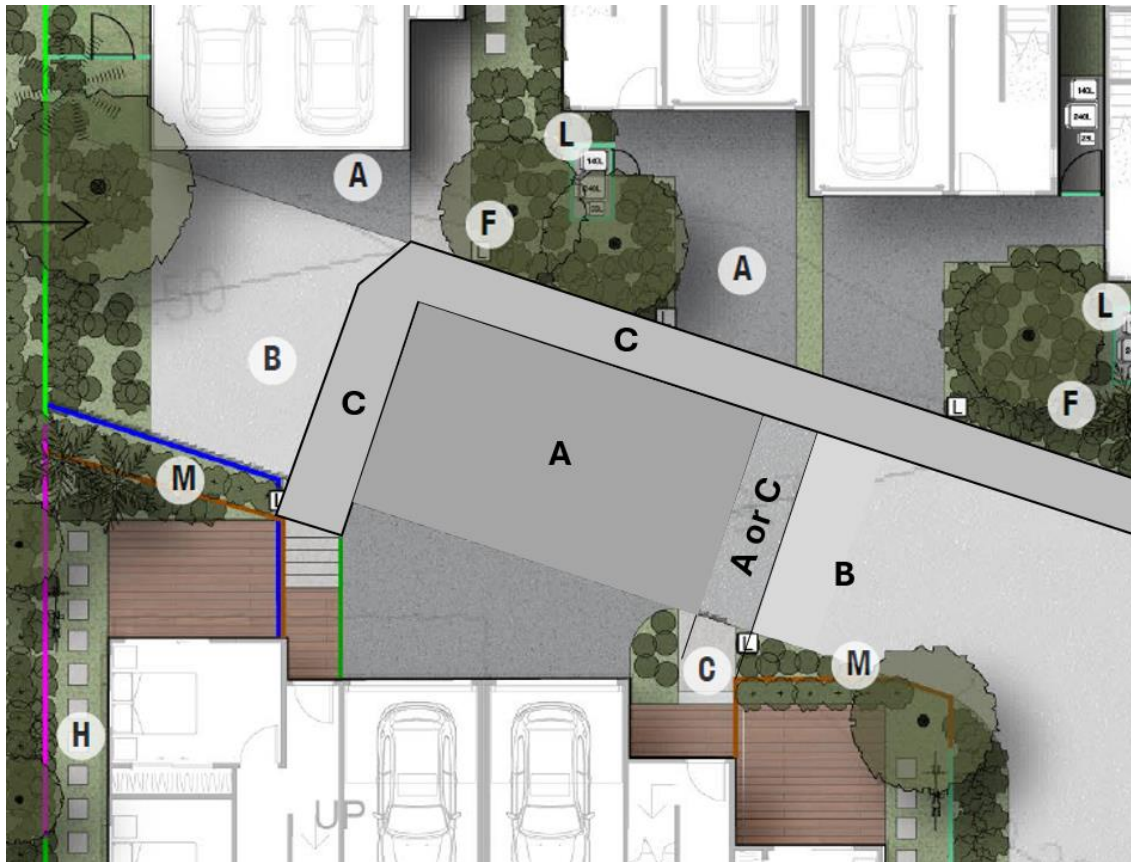
Noting the item in condition 1 regarding potential landscape strips between decks, this could provide the necessary screening instead of changes to fences. If this is being provided, it is assumed this is to be *Michelia figo* which could support the screening required if this reaches 1.8m high relative to the height of each deck but this is also not clear. In general, a larger PB size is recommended if relied upon for screening.

Please consider updating the landscape plans to address the comments above.

- The revised pedestrian access outcomes for Lots 15 and 16 are considered to be poor, with a path width of only 900 mm provided that is sleeved between two narrow carparks. It is expected this would be frequently parked over, limiting pedestrian access to these units. It is noted a secondary pedestrian access is provided for Unit 16 to Pigeon Mountain Road. Were this to be formed as a primary pedestrian entry, Unit 14 and 15 might be redesigned (mirroring Unit 14) to provide a shared pedestrian path to Unit 14 and 15 (at least 1.2 m in width). Refer to the sketch below. Please consider making these changes to address these concerns.



- It is recommended that a visual crossing point for Unit 87 and 88 be provided to connect to the pedestrian path opposite. This could include adjusting the extent of the already proposed 'banding' of the proposed accessway to align with the entrances to Units 87 and 88. Refer to the sketch below.



Please recognise that although Council may have confirmed that sufficient information has been provided in response to the requests for further information, this does not necessarily mean that Council is supportive of that element of the proposal.

If you have any queries, please contact me at aaron@civilplan.co.nz and quote the application number above.

Yours sincerely,

Aaron Grey
Consultant Planner