

DATE: 21 January 2022
TO: Stephanie Frame (Manager, Fast-track Consenting Team)
FROM: Philip Brown (Director, Campbell Brown Planning Limited)
SUBJECT: FURTHER INFORMATION RESPONSE – WHENUAPAI GREEN

I refer to your written request for further information dated 23 December 2021. Responses to the particular further information requests are set out below. I have also reproduced each request for clarity, numbered and in italics.

Stormwater

1. *The application does not propose any upgrades to the public stormwater network to accommodate the Project.*

Comments received indicate that necessary stormwater upgrades will be required, including to a culvert under Totara Road (or the installation of an additional culvert) to convey the flows without causing flooding. Please provide the following:

- a) *confirmation of the required stormwater infrastructure upgrades to support the Project*
- b) *comment on proposed funding for all required stormwater infrastructure upgrades to support the Project, e.g. will funding be met in full by the applicant, provided by Auckland Council (and its CCOs) or other third parties*
- c) *whether alternative funding arrangements, if required, are likely to impact on the proposed construction timeline.*

The proposal would involve discharge of stormwater into two sub-catchments of the Rurawaru Stream, via a new public network of pipes and stormwater ponds located within the development. No significant level of discharge would occur to an existing Council piped network, with the only possible discharge in this regard being to the reticulated network in McCaw Avenue to the south of the site.

Figure 1 below illustrates the sub-catchment boundary that is orientated generally north-south through the site. Stormwater from new impervious areas to the west of the sub-catchment boundary would be directed to the existing culvert that is established under Totara Road (shown on Figure 1 in violet). There appears to be some capacity issues with this culvert as Council's GIS information shows a flood-prone area immediately upstream of the pipe inlet. Neil Construction Limited ('NCL') confirms

that it would be prepared to upgrade this culvert if necessary, and entirely at its own cost, although there may be options for managing stormwater flows through on-site detention that would ensure that the culvert can operate within its design capacity.

Stormwater collected from part of the land to the east of the sub-catchment boundary will be diverted so that it is discharged into the eastern reaches of the Rurawaru Stream at the point where it crosses the site. That part of the stream network also appears to have some capacity constraints caused by an undersized culvert that is located beneath Totara Road to the north of the site (also shown in violet on Figure 1). An additional culvert would be established under Totara Road at the applicant's cost, to dispose of stormwater from the northern part of the site that is captured in the northern stormwater pond. This will ensure that the current situation with the existing culvert is improved, even accounting for the additional flows from NCL's site.

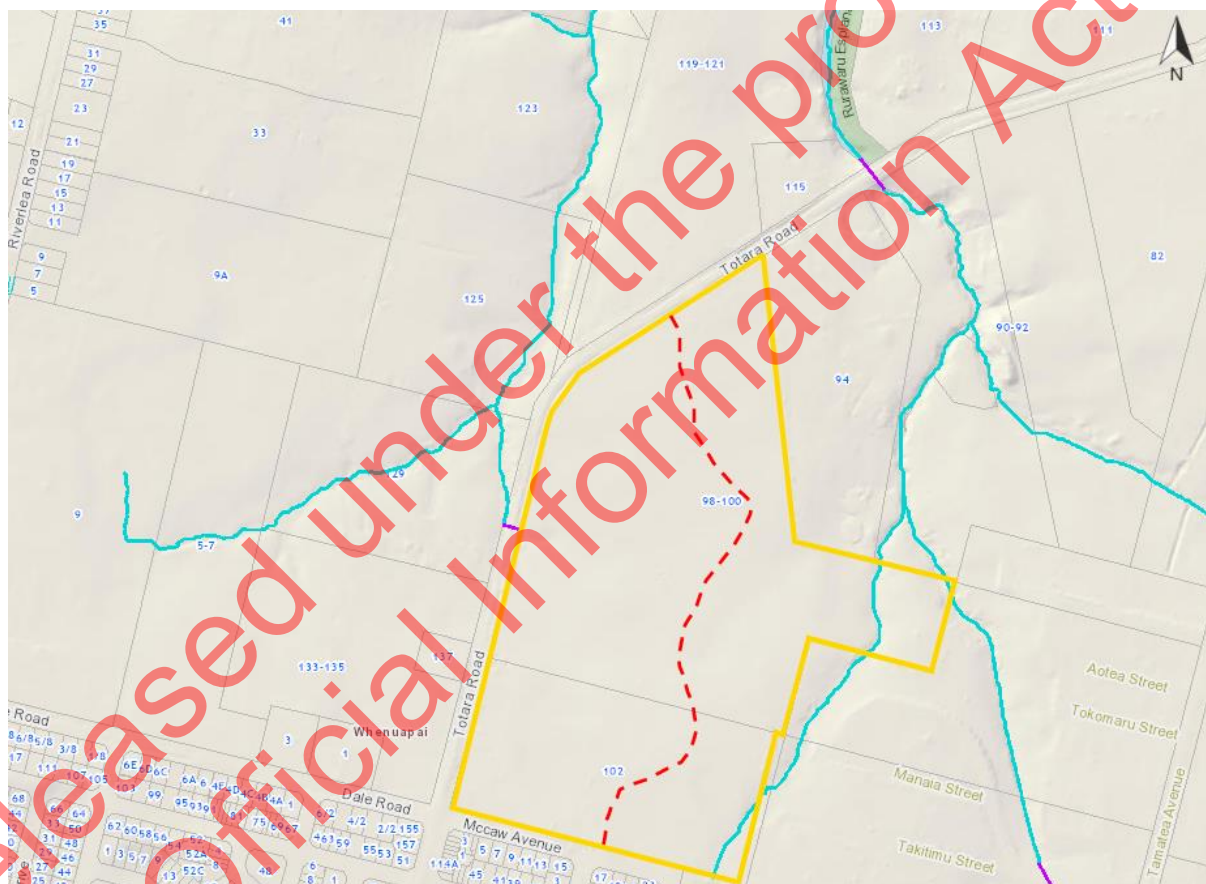


Figure 1: Site sub-catchment boundary, streams for stormwater disposal, and location of Totara Road culverts

For these reasons, the proposal would give rise to a need for only limited upgrading of existing stormwater infrastructure. NCL is prepared to fund the upgrading of the Totara Road culvert west of the site and install an additional culvert north of the site. All works would be funded entirely by NCL and no alternative funding sources would be required. No aspect of any upgrading would impact in any significant way on the proposed construction timeline.

Water Supply

2. *The application details that existing water supply services will need to be extended and comments received also support this. Please provide the following:*
 - a) *confirmation of the required water supply infrastructure upgrades to support the Project*
 - b) *comment on proposed funding for all required water supply infrastructure upgrades to support the Project, e.g. will funding be met in full by the applicant, provided by Auckland Council (and its CCOs) or other third parties*
 - c) *whether alternative funding arrangements, if required, are likely to impact on the proposed construction timeline.*

A reticulated public water supply is available in both Totara Road and McCaw Avenue, adjoining the site to the west and south respectively. The pipe adjacent to the south boundary is a 180mm diameter pipe, while the pipe to the west is 150mm diameter.

NCL proposes to extend this reticulation through the site and vest the extended network in Council once established. No upgrading to the existing network is required and hence there is no question arising as to funding. NCL will fund all the water infrastructure work within and adjacent to the site that is required to service the urban use of the land.

Wastewater

3. *The application details that the subdivision will connect to the existing public wastewater reticulation network which has been assessed to have sufficient capacity to accommodate the proposed additional residential demand, subject to the commissioning of a proposed pump station within the catchment. The application states that the timing of that work aligns with the anticipated timeframe for development of the site, and that Watercare Service Limited has confirmed that an interim solution would be possible if there is a disconnect between the pump station construction and occupation of the site by residents.*

Comments received indicate that the timing of the new pump station is uncertain and cannot be confirmed until several variables are addressed, such as obtaining resource consent and landowner approvals. Comments received do not indicate that an interim solution is possible in the event the pump station construction is delayed. Please provide comment on the likely impact on delivery of the Project given the uncertainty identified with respect to necessary wastewater infrastructure upgrades.

NCL's understanding is that the wastewater pump station construction is programmed for the end of 2024 and is fully funded. This is confirmed in the attached email from GHD, which is the consultant engineering company that is undertaking the work on the pump station for Watercare (refer **Appendix A**).

There does need to be a connection through the Oyster development land in Spedding Road, which may be the issue behind the comments suggesting the timing is "uncertain" and subject to "several

variables”. In the event that there was some unanticipated delay with the urban development of the Spedding Road land, there would likely be alternative arrangements available to make the wastewater connection using existing roads.

NCL expect the first Stage of house completion in Whenuapai Green to occur in mid-2025. In initial discussions with Watercare, it advised that wastewater could be trucked from the development if the pump station was not operational. This was seen only as an interim solution when the pump station was nearing completion, and it was suggested that the period might be about six or months so – although the expectation was that the development timeframes would align with the pump station timeframes.

Transport/Roading

4. *The application details that the site is well-positioned for the Project and notes a number of future improvements to public transport, walking and cycling connections and the local transport network.*

Comments received note that the Project is reliant on a future transport network which is still being planned, is not currently route protected, and is unfunded. Comments advise that the Regional Land Transport Plan (RLTP) sets the 10-year plan for the transport network in Auckland (out to 2031) and that insufficient funding is currently set aside in the RLTP to provide the strategic network infrastructure to support urbanisation in this location. Please provide the following:

- a) *confirmation of the required transport/roading infrastructure upgrades to support the Project*
- b) *comment on proposed funding for all required transport/roading infrastructure upgrades to support the Project, e.g. will funding be met in full by the applicant, provided by Auckland Council (and its CCOs) or other third parties*
- c) *whether alternative funding arrangements, if required, are likely to impact on the proposed construction timeline*
- d) *comment on the appropriateness of the Project proceeding in advance of the future improvements (identified in the application) being confirmed, route protected or funded.*

NCL accepts the premise that developers should pay a fair share of the transport infrastructure upgrading that is required in an area. NCL confirms that it is committed to installing, at its cost in all respects, the transport infrastructure that is directly required to support the Whenuapai Green development.

There has been significant planning for transport infrastructure in the Whenuapai area, which is not surprising given the Future Urban Zoning and the Council’s intention for the land to be urbanised. Much of this transport planning has been undertaken by an alliance of Auckland Transport and Waka Kotahi (NZ Transport Agency) under the entity known as Te Tupu Ngātahi (Supporting Growth).

The current state of transport planning is summarised in the brochure *‘Improving transport connections in Whenuapai’*, released by Te Tupu Ngātahī in November 2020. A copy of the brochure is attached at **Appendix B** for information, and part of a map from that brochure is reproduced in **Figure 2** below.



Figure 2: Excerpt from *‘Improving Transport Connections to Whenuapai’* map, site marked with red dot

There are no transport infrastructure projects proposed in the immediate vicinity of the site. The closest and most significant project for the Whenuapai Green development is the upgrading and widening of Brigham Creek Road to better provide for walking, cycling and public transport. That work has been completed in the last few years for Whenuapai village and Totara Road and, as illustrated in **Figure 3** and **Figure 4** below, includes a new signalised intersection, additional traffic lanes, wide footpaths and a separated cycle lane.

There are therefore no transport upgrades that are necessary in order for the Whenuapai Green FTCA application to be progressed. Many of the planned transport projects in the wider area are completed or are programmed and funded, and certainly that is the case for the immediate area. NCL will upgrade Totara Road adjacent to the site with widened carriageway, kerb and channel, and footpath and other pedestrian/cycling facilities, berms and street trees along its frontage.

It is also noted that NCL will pay development contributions that include a substantial component for transport infrastructure. That money will be used to partly fund the transport-related growth projects around the wider Whenuapai area. The transport-related component of the development contribution that NCL would pay for the Whenuapai Green full build out option is estimated at approximately \$3.8m.



Figure 3: Completed upgrading of Brigham Creek Road within Whenuapai village (Source: Street View)



Figure 4: Same intersection as shown in Figure 3 in 2012, prior to upgrading (Source: Street View)

Whenuapai Airbase

5. The application details that discussions with the Ministry of Defence were productive and there was no matter raised that would constrain or undermine the viability of the Project.

Comments received indicate that a number of matters may be of concern with respect to effects of the Project on the operation of the base, and potential requirements to mitigate risk to the base. Please provide further assessment of the potential reverse sensitivity effects in relation to the base and proposed mitigation measures as appropriate. We note that this may now also include an amendment to the proposed plans to remove built development from within the area of land requiring NZDF approval (as detailed in your further information response dated 10 December 2021).

The key matter of concern for the Ministry of Defence relates to the potential for housing to be established under the approach path to the runway on the adjacent Whenuapai Airbase. This is protected through Designation 4311, which requires written approval from NZDF for subdivision or changes to land use within a specified part of the Whenuapai Green site. The applicant has prepared an amended scheme (previously provided) that removes all dwellings from this area.

Other matters of potential reverse sensitivity relate to bird strike and noise disturbance.

In respect of the former, NCL can confirm that all stormwater ponds, drainage reserves, recreation reserves, and planted areas will be designed in a manner that does not attract birds. This will minimise the potential for bird strike. NCL is prepared to work collaboratively with NZDF in order to meet its requirements in this regard.

With regard to noise attenuation, NCL accepts that there are benefits in ensuring habitable rooms in new dwellings are not subject to excessive noise. This will reduce any potential for reverse sensitivity issues to arise in relation to airbase operations. Noise controls under the AUP apply only in relation to the northern tip of the site, which sits within the 'Infrastructure: Aircraft Noise Overlay - Whenuapai Airbase - noise control area (55dBA)' (refer **Figure 5**).

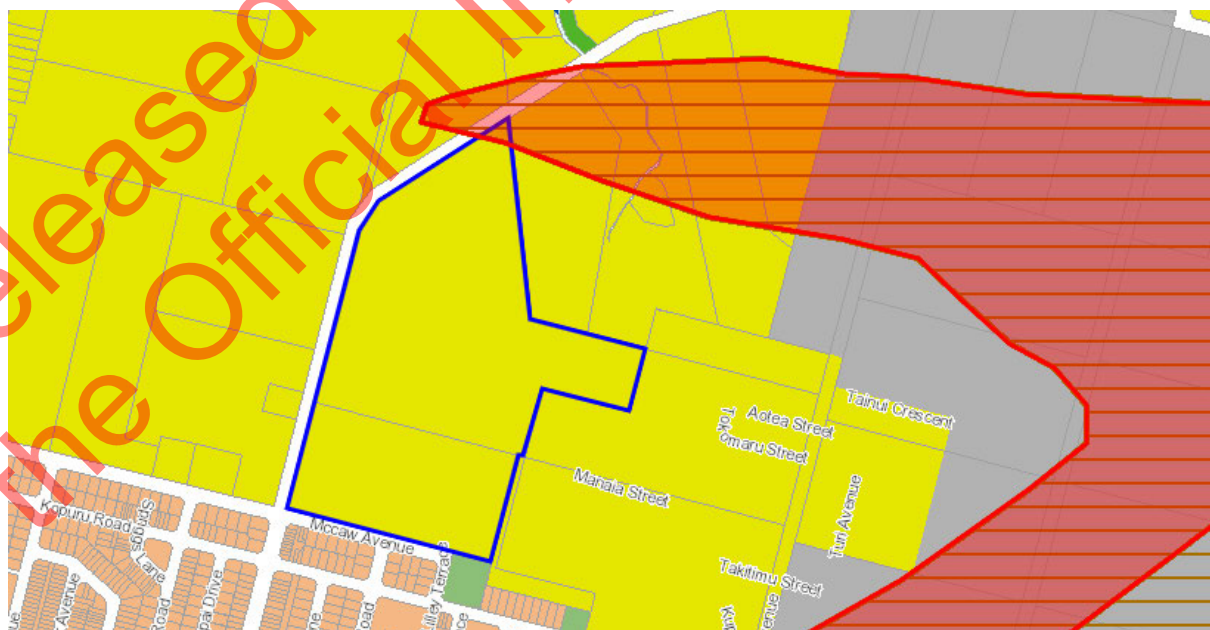


Figure 5: Extent of Aircraft Noise Overlay on the site (Overlay shown in red)

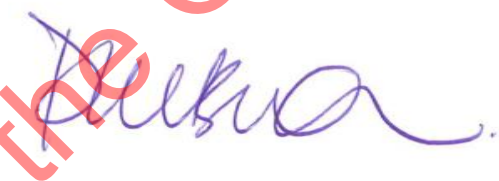
Additionally, the latest NZDF Engine Testing Noise contours are shown in **Figure 6**. That information indicates that two small areas on the eastern side of the site would be within the modelled 57dB contour. While these contours currently have no statutory status, it is accepted that they should be considered in the context of minimising any reverse sensitivity effects of the development on the NZDF Airbase.



Figure 6: Engine testing noise contours (Source: Tonkin & Taylor, March 2021, prepared for NZDF)

In order to manage reverse sensitivity effects relating to aircraft noise, NCL confirms that it is prepared to ensure that dwellings within either the 55dBA Aircraft Noise Overlay or the 57dB Engine Testing Noise contour (as shown on Figure 6) would be acoustically insulated to the accepted industry standards. Furthermore, NCL is prepared to register a reverse sensitivity covenant on the records of title of each residential lot in the Whenuapai Green development.

I trust that this further information is of assistance. Please contact me if any additional clarification is required.



Philip Brown
Director
Campbell Brown Planning Limited

APPENDIX A

From: Robert White s 9(2)(a)

Sent: Friday, 21 January 2022 10:10 am

To: David Page s 9(2)(a)

Subject: Slaughterhouse WWPS

Hi David,

Further to our conversation yesterday, my understanding of Watercare's programme for the construction / commissioning of the new Slaughterhouse WWPS (and decommissioning of the Tamiro WWPS) is completion by the end of 2024.

I understand that this aligns with the Oyster Capital development of the Spedding Block (Plan Change 69 (Private): Spedding Block) with a proposed road providing the corridor for the rising main.

Trust that this is of assistance.

Ngā Mihi | Kind Regards

Robert

Ināia tonu nei: the time is now.

ROBERT WHITE | A GHD PRINCIPAL
Technical Director / Project Director

GHD

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Improving transport connections in Whenuapai

November 2020

Whenuapai is undergoing huge growth. More homes will be built over the next 30 years, and a new business area in the south of Whenuapai means there'll be a significant increase in jobs and people working in the area. The transport network needs to be upgraded so future residents and workers can move around safely and efficiently.

Accommodating walking, cycling and public transport is a priority so people have a choice in how they travel.

We're planning now so that we have enough land set aside to upgrade Brigham Creek Road, Trig Road and Hobsonville Road, as well as upgrade and extend both Mamari Road and Spedding Road.

We're deciding on preferred routes for these transport connections. Your local knowledge will help us decide - we want you to have your say.

Brigham Creek Road

What we're proposing

We're proposing widening Brigham Creek Road to accommodate walking, cycling and public transport.

Brigham Creek Road is a key east-west connection through Whenuapai, providing access to State Highway 18 at its eastern end and State Highway 16 at its western end.

In the future, the existing roundabout at the western end will be upgraded to an interchange providing access to the potential future rapid transit network, walking and cycling corridor and Alternative State Highway corridor. Please see the *Strategic connections in northwest Auckland* information sheet.

In addition, in the long-term, a proposed new, direct motorway connection is planned between SH16 in the north and SH18 in the east. This will reduce some of the east-west traffic movements along Brigham Creek Road and mean the road can better serve the local community. The interchange of Brigham Creek Road with SH18 would also be upgraded. These and other projects are being investigated by Waka Kotahi.

Key features of Brigham Creek Road



Four lanes



A bus every 7 minutes to and from the Whenuapai town centre in peak times

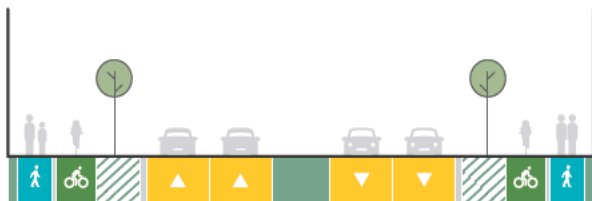


Walking and cycling facilities on both sides of the road



50kph speed limit

What Brigham Creek Road could look like



Benefits

- Easier east – west connections through Whenuapai
- Entry via a proposed new interchange at the western end of Brigham Creek Road to a new alternative state highway corridor to west of Huapai
- Slower speeds along the full length of the road to enhance safety
- Walking and cycling facilities will improve safety for pedestrians and cyclists and provide transport choice.

Mamari Road

What we're proposing

We're proposing widening and extending Mamari Road to accommodate walking, cycling and high frequency public transport. Mamari Road will become an important north-south corridor providing access within Whenuapai and from Whenuapai to Westgate and other destinations.

The extension of Mamari Road will connect with Northside Drive, which will be extended to the west including a bridge over SH16. South-facing ramps onto SH16 from the new eastern section of Northside Drive are being investigated by Waka Kotahi. Mamari Road would become a key access point to the Northside Drive southern ramps.

What Mamari Road, and some sections of Hobsonville Road could look like



Key features of Mamari Road

- Four lanes to enable dedicated bus lanes.
- A bus every 3–4 minutes in peak times
- Walking and cycling facilities on both sides of the road
- 50kph speed limit

Benefits

- Provide a high-quality north-south connection to Westgate for buses
- Provide access between residential development in the northern areas of Whenuapai and the employment opportunities in the southern areas of Whenuapai
- Walking and cycling facilities will improve safety for pedestrians and cyclists and provide transport choice.

Trig Road

What we're proposing

Trig Road will be upgraded between Brigham Creek Road and Hobsonville Road to accommodate walking, cycling and public transport. A key north-south connection within Whenuapai, it will play an important role connecting the future Whenuapai business area to the state highway network via Trig Road's east-facing ramps to SH18. New walking and cycling facilities over SH18 will enhance travel choices to access Westgate, the Whenuapai business area and ferry services.

Benefits

- Provides an improved north-south connection within Whenuapai
- Better access to a range of transport choices

- Improved future connections to employment, commercial areas, residential areas and public transport services
- Slower speeds along the full length of the road to enhance safety.

Key features of upgrading Trig Road



Two lanes



A bus every 15 minutes in peak times



Walking and cycling facilities on both sides of the road



50kph speed limit

Trig Road Upgrade Project – from SH18 to Hobsonville Road

In addition to the overall Trig Road upgrade, plans have already been advancing to upgrade the section from SH18 to Hobsonville Road. The purpose is to bring this part of the road up to a standard that would support the current and future Whenuapai residents. It includes an upgrade to the intersections of Trig and Luckens Roads with Hobsonville Road. This upgrade would also provided for walking, cycling, public transport and general traffic.

However, due to the financial impacts of COVID-19, these projects have been put on hold. Any decision to continue with them will depend on future funding decisions.

The planning for the upgrade to the section of Trig Road north of SH18 outlined above will continue, and will tie into the design for the southern section.

Hobsonville Road

What we're proposing

Hobsonville Road is the key east-west connection between Westgate and Hobsonville Point. It provides resilience for SH18 and is an important link between the ferry terminals and Westgate. Hobsonville Road will support public transport, walking and cycling. It will also support access for freight to the adjacent business areas.

Hobsonville Road is a long corridor and there will be sections that will be widened to four lanes where additional capacity is needed for buses or vehicles, and other sections that will stay as two lanes. Hobsonville Road between SH16 and Luckens Road will be widened to four lanes to provide priority for buses, then remain as two lanes until Brigham Creek Road. Due to a number of closely spaced intersections, the road will then increase to four lanes until Hobsonville Point Road.

The widening of Hobsonville Road will tie in with the design of the Trig Road Upgrade Project – see box opposite.

Hobsonville Point Road, Buckley Avenue and Squadron Drive between Te Rito Road and State Highway 18 provides access to and from the Hobsonville Point community. Hobsonville Point Road is a recently constructed road. There is currently walking and cycling facilities and two traffic lanes. If future upgrades are required to these facilities, it is expected that these can be provided in the existing road reserve. Further investigations by Waka Kotahi will inform the form of Squadron Drive interchange as part of the SH16 to SH18 connections project.



Key features of a widened Hobsonville Road



2 - 4 lanes



A bus every 3 - 6 minutes in peak times



Walking and cycling facilities on both sides of the road



50kph speed limit

Benefits

- Provides an improved east-west connection between Westgate and Hobsonville Point.
- Better access to a range of transport choices
- Improved future connections to employment, commercial areas, residential areas and public transport services
- Provides resilience for SH18

Spedding Road West and East

What we're proposing

Spedding Road will be extended in both directions, joining with Fred Taylor Drive in the west (with a bridge over SH16) and Hobsonville Road in the east (with a bridge over SH18). These extensions will enable access to the potential future rapid transit network, as well as supporting bus services, walking and cycling and improved access to the places people travel to for work and social opportunities.

The existing section of Spedding Road from Mamari Road to Trig Road will also be upgraded and widened to the same standard as the new extensions.

Benefits of the Spedding Road extensions

- An alternative connection through Whenuapai, providing resilience to the transport network

- Two new bridge crossings will improve connections into Whenuapai and reduce the need for local traffic to travel through busy Brigham Creek and Westgate interchanges to access local facilities
- Provides a direct connection and be safer for walking and cycling
- Improved connectivity for buses to join up to the potential future rapid transit network on SH16 and SH18.

What Trig Road, Hobsonville Road and Spedding Road could look like



Key features of Spedding Road West and East extensions



2 lanes



Walking and cycling facilities on both sides of the road



Spedding Road East will have buses every 5 minutes in peak times; Spedding Road West will have buses every 12 minutes in peak times



50kph speed limit



Provision of on-street parking for these transport connections will be determined at the next stage of design, and will be subject to further public engagement.

The refined study corridors for Mamari Road, Spedding Road West and East is shown on the map.



Metres

	Park / Recreation Reserves
	SEA - Terrestrial
	SEA - Marine

The projects shown on the map are indicative only and will require further technical investigations before the final detail, location or land requirement is confirmed. They are also yet to be prioritised for funding for delivery over the next 10 to 30 years

This map shows the extent of the proposed upgrades to Bringham Creek Road, Trig Road, and Hobsonville Road, as well as upgrade and extension of Mamari Road and Speding Road.

It also indicates local landmarks and includes a range of environmental, community and utility features we have considered when planning these upgrades.