

24 October 2025

Expert Consenting Panel

C/- Environmental Protection Authority

By email: [REDACTED]

RE: Response to Request for Information No.2 – Rangitootuni, Fast-track Approvals Act 2024

We refer to the Request for Information No. 2 (RFI) from the Expert Consenting Panel in relation to the Rangitootuni fast-track application (8 October 2025). Our response to the matters raised are provided below:

- 1. In its comments on the application, the Auckland Council provided a detailed explanation of the approvals and works required to reinstate the bridge over the Wautaiti Stream and connect it to the internal track network proposed within the Applicant's site, and the progress towards that outcome. The Applicant is requested to provide its response to this information and identify any amendments, offered conditions, or further works it might offer to facilitate the completion of an all-weather track in the location proposed within a timely manner.*

Response:

The applicant has reviewed the information provided by Auckland Council and provides the following response.

The applicant agrees with the Council that the path within the Wautaiti Stream Esplanade Reserve to the bridge over the Wautaiti Stream should not be included within this application.

The applicant agrees in principle with the condition proposed by Council (paragraph 22(a)) requiring completion of the shared path within the application site prior to occupation of the Integrated Māori Development (IMD). This is accepted, subject to the condition wording being amended as follows for clarity and practicality:

XX. The shared path within the application site connecting the development to the eastern boundary of Lot 2 must be completed prior to the occupation of Stage 4 of the Integrated Māori Development and be constructed and implemented in accordance with the relevant plans within Schedule 1.

In relation to the second proposed condition (para 22(b)) seeking the applicant offer a condition requiring completion of the formed path through the Wautaiti Stream Esplanade Reserve and the replacement bridge over Wautaiti Stream prior to the occupation of the retirement village units (IMD) is not agreed to by the applicant.

Unlike the other condition proposed, where the applicant has full control and already intends to provide the shared path in conjunction with the IMD, the provision of the path within the esplanade reserve and the bridge over the stream involve factors that will not be entirely within the applicants control, such as detailed design, consenting, landowner approval and construction works, and may be subject to delays. Whilst Council acknowledges that provision to not restrict occupation in certain events, such as consenting delays, should be included within the condition, it highlights the uncertainty a condition like this would place on the occupation of the IMD and why the provision of the path within the esplanade reserve and bridge over the stream should not be tied to this consent application. It is also noted that the replacement of the existing bridge has funding and will be replaced in the coming year, plus a pedestrian path currently exists within the Wautaiti Stream Esplanade Reserve, providing an existing level of public access and connectivity.

The applicant instead suggests that the provision of the upgraded path through the esplanade reserve be subject to a separate private agreement outside of the fast-track process, such as a Funding Agreement between the applicant and the Council. Utilising a mechanism separate to this application is considered a cleaner approach when considering the uncertainties around the provision of the path through the esplanade reserve and the bridge over the stream.

The applicant would like to reiterate that they are committed to assisting financially with upgrading the existing path through the esplanade reserve but do not consider that the occupation of the IMD should be beholden to the provision of the path and bridge for the reasons outlined above.

2. The Applicant is also requested to provide a response to the following questions posed in Council's response:

a) What measures are proposed at the site boundary to prevent golf carts from exiting the site?

Response:

The golf carts will only be operated by the employees of the retirement village. Residents will not be permitted to operate the golf carts. Bollards along the site boundary where the shared path terminates within the subject site are proposed to prevent the golf carts from exiting the site.

b) How will golf carts manoeuvre (details not shown in the current plans)?

Response:

Please refer to the drawing prepared by Maven **Attachment A**, a turning head is now proposed at the end of the shared path.

c) What arrangements are proposed for golf cart storage / parking when residents continue on foot to Riverhead?

As the golf carts will only be operated by the employees of the retirement village, they will be returned and stored within the retirement village. They will not be left on the shared path and will not obstruct users of the shared path.

3. In its response to comments the Applicant advised that it would provide the flood model and associated additional testing and assessments for the project. The Expert Panel seeks a copy of that information, to be provided to the EPA in a form that is able to be examined by Auckland Council's flooding/stormwater engineers to confirm modelling assumptions, proposed and existing stormwater infrastructure size, verify the model performance and outputs, and confirm that the model is 'fit for purpose' to support the associated flood hazard and risk assessment. The parties are encouraged to co-operate in relation to the provision of and review of this information.

Response:

Please refer to response prepared by Maven **Attachment B**.

4. The Panel also seeks that additional Flood Maps be provided that show/include:

- a) Existing and proposed public road reserve and location of the formed road within the proposed road corridor.*
- b) Flood extents, with labels to clearly show the maximum values; and*
- c) Depth maps, depth comparison maps, and depth x velocity maps for all scenarios assessed.*

Response:

Please refer to the drawings prepared by Maven in **Attachment B**.

5. *The Commute response in relation to traffic matters identified one location (Access 2) where sight lines from the right turn bay are limited (~158m) vs 166m required.*

Commute anticipated that the minor non-compliance with sight distance can be remedied with mitigation measures and that movement of Access 2 is not required. Commute suggested that these mitigation measures could include:

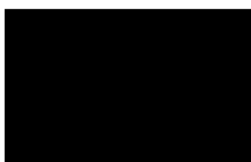
- *High friction surfacing to assist in further reducing speeds of westbound traffic; and*
- *Additional signage showing a concealed exit for westbound traffic.*

The Applicant is requested to provide further information in relation to whether this access limitation can feasibly be addressed by more detailed design and if so, provide such a revised design to address the sightline shortfall.

Response:

Please refer to the response from Commute in **Attachment C**.

Yours sincerely,



Michelle Kemp
Partner/Principal Planner
Campbell Brown Planning Limited