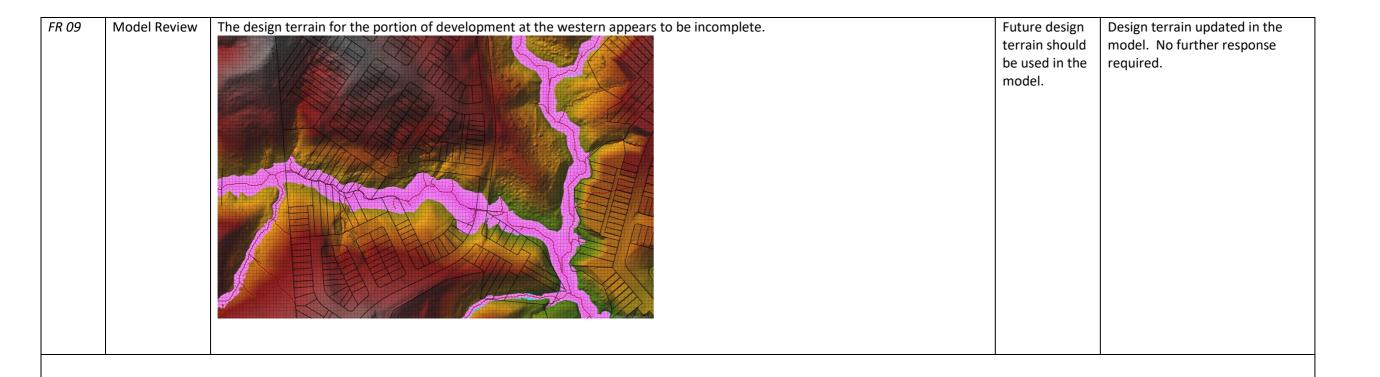
Request	Category of		Reason for	Second Review
No.	information		request	
	request		·	
Flooding	· ·			
FR-01	Flood Risk	There are noticeable increase of flood depth and extent at some downstream and upstream properties. The most significant effect will be increased flooding at the trafficable lanes and northbound off ramp at SH1. The post development peak depth at the upstream side of SH1 is predicted to reach more than 10m with an increase of 0.31m. This is due to the limited capacity of the 2.05m ID culvert. Please consider options to improve the culvert capacity.  The increased flood depth at the upstream property at 180 Upper Orewa Road is counter-intuitive, it is mostly likely a model data issue unless it is specifically designed to provide flood attenuation at this location. Please clarify.  The increased flood depth at the upstream property at 180 Upper Orewa Road is counter-intuitive, it is mostly likely a model data issue unless it is specifically designed to provide flood attenuation at this location. Please clarify.	Adverse effects on downstream properties	We noticed decreased flood level for 100yrMPD 3-8 CC scenario at the upstream side of the motorway possibly due to increased attenuation at the upstream end. There are increased flood depths upto 0.3m at the upstream side of the motorway for the 10%AEP storm event.  We are still concerned with the risk of blockage at the SH1 culvert (2.05m Dia). This culvert is significantly less than other culverts upstream (5x5m or 5x4m) and the downstream Arran Drive Bridge.  The consequence of blockage at this culvert will result in significant ponding with a depth of over 14 meters. The culvert invert is about 20m below the Motorway.  We consider that a more resilient design is needed at this location with an additional culvert of suitable size and high-level entry
		Flood prone area ID 18764702 Can fill in a 100yr ARI rainfall event No Catchment Area (m2) 2983756 Minimum elevation (m RL) 724 Minimum elevation (m RL 894 NZVZO2016) 694 Spill elevation (m RL) 27.17		with screens. Some debris control structure will also be needed.
		Spill elevation (m Rt. NZVD2016) Spill ponding depth (m) 19 93 Volume to spill elevation (m3) 2173434 Rainfall required to fill flood prone area (mm) Rainfall depth 100yr ARI future scenario (mm) Flood prone elevation in 100yr ARI event (m Rt.) Flood prone elevation in 100yr ARI event (m Rt. NZVD_2016) Flood prone elevation in 100yr ARI event (m Rt. NZVD_2016) Flood prone volume stored in 100yr ARI event (m Rt. NZVD_2016) Flood prone volume stored in 100yr ARI event (m Rt.) Flood prone volume stored in 100yr ARI event (m2) Flood prone volume stored in 100yr ARI event (m3) Max. flooded area in the 100yr ARI event (m3) Max. flooded area in the 100yr ARI event (m3) NZVD2016 Confidence NZVD2016 Calculated Auckland 1948 Confidence Null  NZTM: 1747835. 5949180  NZTM: 1747835. 5949180  NZTM: 1747835. 5949180  NZTM: 1747835. 5949180		There will be increase of flood depth downstream from an additional culvert, although we don't envisage flood risk at downstream properties or roads at this stage. This needs to be assessed with additional model runs for this option. Please provide the additional model runs for review.

FR02	Flood Risk	An area of the proposed development on the northern side is predicted to be extensively flooded in shallow depth possibly due to inadequate provision of overland flow path. Please check.	Post Development flood risk	We noticed an added flood flow diversion channel on the upstream side of Grand Drive. This has alleviated flooding at this location.
FR 03	Flood Risk	A normal depth water level boundary is adopted in the HEC-RAS model with a hydraulic gradient of 0.02 or 2% assumed for the receiving estuary channel. A constant tidal level boundary which takes into account of Sea Level Rise (SLR) and Vertical Land Movement (VLM) is considered more appropriate. The SLR scenario should be as per the Coastal Hazards and Climate Change Guideline (July 2024, MfE) for upto year 2130.	Tidal level can have a impact on flood levels.	Tidal boundary has been added at 3.54 mRL -okay
FR 04	Model Review	The inflows from subcatchments have been modelled using HEC-HMS for both the existing and post development scenarios. For the post development scenario, the urbanised subcatchment should be modelled as Heterogeneous Catchment as per TP108 with the pervious and the drained impervious areas modelled separately with separate time of concentrations.	Modelling pervious and impervious area separately can impact peak flows	We have reviewed the changes in the model. Only the post development urban catchment with a drainage network needs to be modelled as heterogeneous catchment as per TP108. Those under predevelopment scenario or undeveloped catchment under the post development scenario with no drainage network should be modelled as homogeneous catchment. As there is minimal imperviousness for these catchments, we don't consider this change will result in only significant peak flow differences.

FR 05	Model Review	The existing development at CMT PD 19 and CMT PD 1, including added impervious area and terrain changes due to earthwork should be take into account for hydrological and hydraulic modelling for this development.	Change of roughness value can	We reviewed the changes made to the existing and future land cover data. We noticed that for
		The ultimate zoning or land uses in the overall catchment area for the future 50yr beyond the development sites should be taken into account for hydrological modelling, to ensure the flood risk is not under -estimated for the life of the development.	impact flood depth	the internal and external stream area, the roughness values have been kept the same at 0.06
				Future riparian planting, if proposed, can increase stream margin roughness, please check and confirm this has been considered.
FR 06	Model Review	A runoff curve number of 75.7 is used for existing catchment. The land cover type, e.g. forest land and presence of good top soil should be taken into account when determining the pre-development runoff curve numbers.	Excessive flood depths at some nodes can distort the model results.	No changes made. No further changes will be required.
FR 07	Model Review	The land cover data for the proposed development scenario does not cover the new development to the west of SH1 and south of Grand Drive. Please check.		This new development area is now included. No further response is required.
FR 08	Model Review	The subcatchment sizes are fairly large ranging from under 10 hectares to over 40 hectares. The flood flow from these subcatchments are loaded into the streams directly. The flood risk associated with overland flow paths within the subcatchments have not been modelled. It is recommended a post development scenario with rain on grid approach should be run to understand the overland flow flood risk with the proposed development terrain.	Need to understand flood risk along future overland flow paths.	Rain on grid model provided. No further response required.



## **FURTHER REVIEW COMMENTS (after review of latest submitted documents and model files)**

