

Plan Change 120 Public Information Session - East

Tuesday, 9 December 2025 6:30 – 8pm

Unanswered Questions

Topic - Capacity	
Question	Answer
Which Government proposed the 2million?, was it This government?	Amendments were confirmed to the RMA in August 2025. These require that Council enable 2 million dwellings should it choose to withdraw from PC78 (which it now has).
Where did central Government get the mandate to force through a population increase of 2 million to Auckland? I don't believe it was in any election manifesto.	Council is required by the RMA to ensure that the Auckland Unitary Plan enables as many dwellings as would have been enabled by PC78 as notified; changes proposed through PC120 will contribute to ensuring this plan enabled capacity is met. Note however that this 2 million figure refers to 'plan-enabled' capacity and does not mean all of these development opportunities can or will be taken up – in some instances, this plan enabled capacity may be limited because of infrastructure constraints or other reasons. There are various types of capacity – plan enabled capacity, infrastructure ready capacity, commercially feasible capacity, and capacity that is reasonably expected to be realised – more information on this and what this means on the ground is available in PC120 Information Sheet 19 – Housing Capacity: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/20-pc120-info-sheet-19-housing-capacity.pdf
Where did the number of 2 million come from?	
Where did the need for 2 million new homes come from?	
Kiwis are leaving in droves. Why do we need 2 million more houses	
2m target, far from need. Build 1 m for 2050 -2060, 1m houses can be built near CBD, town centres etc. suburbs lack infrastructure. Enter Suburbs later.	
Who is counting to 2 million, and what is the current total? It seems that Pakūranga/Howick has already reached a significant percentage of that 2 million.	
The AUP from 2016 allows for 900,000 new homes, of which only 90,000 have been built so far. Why does Auckland need capacity for 2 million more, now.	
The 2 million target lies at the heart of the issue. What is being done to push back on this? We risk implementing huge change without the underlying need.	
What is average number of people who are predicted to live in a dwelling ?	Plan Change 120 itself does not forecast future average household size.
How do we get the 2 million population increase requirement for Auckland overturned?	The 2 million plan enabled housing capacity is required by the RMA.
Fundamentally, why is intensification required? Auckland is not going to	The NPS-UD seeks to enable more housing and intensification across cities across the country.

follow other cities with populations over 5m people, for probably 50 yrs. Why now?	This is predominantly to address housing affordability issues and shortages.
There have been many apartments built around the Howick area and greater Auckland. Do they count towards the 2 million new homes that are required in P120?	This 2 million figure refers to ‘plan-enabled’ capacity and does not mean all of these development opportunities can or will be taken up – in some instances, this plan enabled capacity may be limited because of infrastructure constraints or other reasons. There are various types of capacity – plan enabled capacity, infrastructure ready capacity, commercially feasible capacity, and capacity that is reasonably expected to be realised – more information on this and what this means on the ground is available in PC120 Information Sheet 19 – Housing Capacity: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/20-pc120-info-sheet-19-housing-capacity.pdf

Topic - Heritage	
Question	Answer
We currently have a historical overlay over our street (Selwyn Road) with 4 historical houses on it and Maunga viewshaft). We are zoned for 6 story apartments..	There are several historic heritage places (or extents of places) along or near Selwyn Road, in Howick - historic heritage is proposed to be retained as a qualifying matter. The Selwyn Road / Glebe local public view (which is different from a maunga viewshaft) is mapped in the AUP (Operative), however this local public view is not proposed to be retained as a qualifying matter through PC120. More information on this can be found in the Local Public View Qualifying Matter s32 report: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/98-pc120-s32-local-public-views-overlay.pdf
Has there been any consideration for the Heritage sites in Howick and the rich historical history that will be lost amongst the proposed high rise developments?	Historic heritage has been identified as a qualifying matter, and is therefore proposed to be retained through PC120. Provisions have also been proposed with residential zones to enable assessment of interface effects of resource consent proposals relative to historic heritage places.

Topic - Infrastructure	
Question	Answer

Would an owner of a property be responsible for funding infrastructure for adjoining developments to take place	No, the onus will generally fall on the developer to ensure that any development proposal can be adequately serviced.
What modelling has been independently undertaken to assess the impact of PC120 on roading, education, water (waste, potable and storm) and other utilities?	Plan Change 120 does not require intensification, it only enables it. Remember that not all of the capacity enabled by PC120 will or can be taken up – in some cases, development opportunities on a site may be limited because of infrastructure constraints, costs of development, etc. Additionally, development and growth is expected to occur gradually, which enables infrastructure and social/community facility providers (Council, Council Controlled Organisations, and other infrastructure providers) to plan and prioritise projects to further support that growth.
Has a calculation been made on how much it is going to cost to pay for the required infrastructure.	
Can you provide projections or costings for the new schools, hospitals, and public amenities needed for this massive intensification?	
What provisions have been planned to provide additional schooling, hospitals, etc. to cater for the 2 million people?	Refer to question 28 in the Frequently Asked Questions sheet: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/25-pc120-faqs.pdf
Can you tell us what COMMUNITY amenities in residential areas have been planned as part of this PC120?	
How does Council intend to cope with the higher demand for water and electricity? Are there plans for a new dam?	
What plans are in place to build associated amenities – hospitals, schools, community centres, Parks/green spaces	
The literature talks about PC120 allowing more people access to existing infrastructure. Currently the infrastructure is creaking. Why add more people to it?	
East Auckland already has population of 140k bigger than Hamilton & Tauranga & 1 of the busiest roads in NZ. Why more housing++ without infrastructure?	
What new schools are going in for the increased population?	
Where is the planning for schools and hospitals as existing already beyond capacity	
Has any planning been made for additional schools, as they are all over capacity now?	

Current facilities and amenities, such as schools and doctors, are at maximum capacity. What is the plan to support additional services?	
Can intensification occur progressively as infrastructure gets built?	
In relation to existing services/infrastructure - hospitals, schools etc. is there a plan for more to be built?	
How will Auckland Council manage stormwater runoff causing sewerage overflows now let alone when more infill housing occurs as planned?	Where infrastructure capacity is constrained, this will limit the extent to which development opportunities enabled by PC120 can be taken up until the constraint is resolved. Through the resource consenting process, the Council considers (and will continue to consider) whether a proposal can be appropriately serviced. Refer to question 28 in the Frequently Asked Questions sheet: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/25-pc120-faqs.pdf
How will we manage all the wastewater requirements?	
Does PC 120 have a consistent and ongoing connection between new development and appropriate and adequate infrastructure?	
Nothing has changed about water and sewage capacity it is limited and watercare advised in a meeting last year proposed fix 2035-2040 dependent on budget	
Auckland has a Water shortage now. What are the plans to supply 2million more ?	

Topic - Intensification

Question	Answer
Why is the intensification not weighted towards the city centre?	Buildings of up to 15 storeys (50m) are proposed to be enabled within a walkable catchment of the City Centre Zone.
Has Auckland Council tried to find Plan enabled capacity around Rapid Transit stations only to avoid blanket zoning everywhere?	Council has looked broadly at the urban environment to determine how and where greater intensification may be appropriate.
We don't have trains to east Auckland - they stop at Panmure. So why do we need intensification in cockle bay, howick, Shelly park, etc	Council is required to enable levels of development around centres that are commensurate to the level of amenities and services those centres contain - more information on this can be found in Information Sheet 6: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/07-pc120-info-sheet-6-intensification-in-and-around-suburban-centres.pdf The Council has also proposed enablement of some intensification around frequent transit

	corridors and has considered access to other forms of transport, amenities, and services in rezoning proposals - these are not strictly required by the NPS-UD or the RMA. More information on this can be found in Information Sheet 7: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
Why are local small roads with bus routes having such massive intensification , train stations and major arterial routes yes but leave the rest alone	For more information on the approach Council has proposed to residential intensification along corridors and beyond centres, please refer to Information Sheet 7: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
The bus routes allows for 6 storeys beside 2 storey homes. Where else is that allowed to happen?	Greater building heights are enabled within walkable catchments of the City Centre Zone, Metropolitan Centre Zones, and rapid transit stops. Terraced Housing and Apartment Building (THAB) Zone, which is proposed to enable 6 storey development, is also proposed around a number of suburban centres and frequent transit corridors.
How will intensification occur in terms of progression.	Growth is expected to occur gradually. Whether owners and/or developers will choose to take up development opportunities will depend on a number of factors.
As Howick not on a public transport corridor, and is in fact, isolated from direct rapid public transport, why are we included in this intensification plan.	Intensification principles have been applied consistently across the Auckland urban environment. This includes intensification around suburban centres and intensification around the frequent transit network - more information on this can be found in Information Sheets 6 and 7 on the PC120 web page.
Litten road is not near fast public transport links or hub. Why has it been included in this proposal ?	Litten Road, Howick is identified as a Frequent Transit Corridor appropriate for greater intensification. More information on this can be found in Information Sheet 7: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
With all of the intensification happening now, we are losing trees/gardens, impacting our local wildlife eg birds. Any consideration has been given to this?	New provisions are proposed in residential zones which would require deep soil areas and canopy trees to be provided for new developments. More information on this can be found in Information Sheets 9 - 12 on the PC120

	web page: https://www.aucklandcouncil.govt.nz/en/plans-policies-bylaws-reports-projects/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/pc-120-housing-intensification-resilience.html
Is there or why isn't there a phased approach to prioritise intensity close to bus routes eg within 200 metres for 10 years, then if needed 400 metres etc.	No, PC120 does not specify staging of particular developments - what developments can occur will be guided by zoning proposed through PC120.
PLEASE ANSWER - The answer was quick regarding what roads in Howick? Litten Road, Sandpit Road & ...was it said that those roads are proposing 6 stories?	Parts of Litten and Sandpit Rd, Howick are identified as a Frequent Transit Corridor appropriate for greater intensification. Please refer to PC120 maps for details. More information on this can be found in Information Sheet 7: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
What are the longer term plans for Millhouse Drive, Sandspit and Litten Road that you eluded to, which will classify them as rapid transport corridors/roads?	Parts of these roads are identified as a Frequent Transit Corridor appropriate for greater intensification. Please refer to PC120 maps for details. More information on this can be found in Information Sheet 7: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
Developments near transport/rail with 2 million enabled in Auckland? Could this lead to intensification in outer areas instead of desired locations?	PC120 has sought to focus growth in and around centres and transit nodes. This differs somewhat from the approach taken to PC78, which was required by the RMA at the time to enable the Medium Density Residential Standards (MDRS) i.e. developments of up to three dwellings up to three storeys in height without resource consent for most residential sites across Auckland. PC78 has since been withdrawn in part, including withdrawal of the MDRS.
What plans are there to offset the loss of green spaces and provide shared spaces, habituates, shade, soak aways to enhance an areas desirability to live	Plan Change 120 does not remove public open space. Council has an Open Space Strategy, and as Auckland continues to grow and develop, this will allow for more and/or improved public open spaces.
Research out there suggests intensification of living conditions has a major negative impact on health & env. What's the plan on mitigating this?	Plan Change 120 seeks to focus growth and intensification around centres and transport nodes, enabling more people to live closer to amenities, services, and transport options - this

	is intended to support a well-functioning urban environment.
Not long ago we halted the massive increase in three story properties. Is anyone approaching the government to stop this nonsense.	Plan Change 78 has been withdrawn in part, including the withdrawal of the Medium Density Residential Standards which enabled up to three dwellings of up to three storeys on most residentially zoned sites.
The heights allowance assumes the transits routes and stops remain constant for the next 10/20yrs ??	Rapid transit stops are generally fixed, given the substantial investment that typically is required. Frequent transit corridors can be subject to change as growth occurs, and it may therefore be appropriate in future to consider plan changes to respond as needed.
What will happen to the village feel with all the housing intensification. What about Howick's Heritage status	Scheduled historic heritage places and extents of places have been identified as a qualifying matter. These provisions are proposed to be retained through PC120.
The Eastern beaches and surrounding suburbs are not serviced by any frequent or reliable public transport. Why are the planning rules overlaid in our area?	The Council has also proposed enablement of some intensification around frequent transit corridors and has considered access to other forms of transport, amenities, and services in rezoning proposals - these are not strictly required by the NPS-UD or the RMA. More information on this can be found in Information Sheet 7: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
Has AC misapplied the Nat.Policy Stmt. on Urban Dvpt? S. Park is not close to rapid transport, is not a walkable catchment, and is not near a centre of NPS-UD	
Why have you identified Highland Park as a town centre?	The Highland Park centre is zoned Business - Town Centre zone under the AUP.
Highland park is not a town centre it is literally 2 supermarkets. There should be reconsideration of the zoning given recent development by the grocers here	The Highland Park centre is zoned Business - Town Centre zone under the AUP.
How can the isolated BB/E Beach peninsula take mixed housing when its only access is a one-lane-each-way road?? It can take an hour to get out on rainy mornings	The majority of the Bucklands Beach area is proposed to remain Residential - Mixed Housing Suburban as per the operative AUP.
If intensification can happen in the suburbs changing to mixed urban what incentives do developers have to build around the public transport hubs and corridors	The Mixed Housing Urban zone enables development of up to three storeys in height - development of between 6 and 15 storeys is generally enabled in areas within walkable catchments of the City Centre Zone, Metropolitan Centre Zones, and rapid transit stops.
How was the decision reached to allow 7 storey buildings around any bus stop instead of focusing on the actual	This is not proposed around every bus stop. Some frequent transit corridors are identified for application of 6-storey Terraced Housing

transport hubs? It is insane and untenable.	and Apartment Building Zone. More information can be found in Information Sheet 7: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
What is “forcing” developers to fill up the zone areas within the rapid transport areas. They don’t build there they come out to the suburbs (less risk for them	Whether owners and/or developers choose to take up development opportunities is their choice, and is likely to be informed by a number of factors.

Topic – Natural Hazards	
Question	Answer
I understand your geotech requirements in this plan are based on a study out of Austria which has absolutely no relevance here. How are you going to fix that?	For more information on natural hazard risks, categories of risk, and how these were determined - refer to the following s32 evaluation report: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/73-pc120-s32-natural-hazards.pdf
Please explain how it will protect from flooding ... infrastructure is totally inadequate as it is. This will exacerbate the problem.	Modelling to date has taken into account maximum probable development under the operative Auckland Unitary Plan, including impervious areas. Where infrastructure capacity is constrained, this will limit the extent to which development opportunities enabled by PC120 can be taken up until the constraint is resolved. Through the resource consenting process, the Council considers (and will continue to consider) whether a proposal can be appropriately serviced.
Why are man made hazards not included as stormwater issues due to land coverage increase and storm water can not be changed in area	Modelling to date has taken into account maximum probable development under the operative Auckland Unitary Plan, including impervious areas.
Is the levels of the 2023 flooding the actual new standard, how does it compare with Jacob’s 8.5 scenario?. Does this agreed with the Insurance providers?	Flood hazard mapping is based on hydraulic modelling that has been carried out - as new information becomes available, the mapping will continue to be updated in Council Geomaps. Insurance companies often rely on their own modelling data to inform their approach to premiums etc.
Topography-contours of the land, inadequate stormwater drainage. Not considered in existing building = damage, decreased permeable surfaces, what mitigates?	Modelling to date has taken into account maximum probable development under the operative Auckland Unitary Plan, including impervious areas. Where infrastructure capacity is constrained, this will limit the extent to which development opportunities enabled by PC120 can be taken up until the

	constraint is resolved. Through the resource consenting process, the Council considers (and will continue to consider) whether a proposal can be appropriately serviced.
What scientific evidence is used to inform decisions about risk levels? Will there be an appeals process?	For more information on natural hazard risks, categories of risk, and how these were determined and informed changes proposed through PC120 - refer to the following s32 evaluation report: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/73-pc120-s32-natural-hazards.pdf
Where can we see what "natural hazards" may be deemed to be threatening our property? What can we do if we disagree with the decision that has been made?	Please refer to Information Sheets 23 and 24 on the PC120 web page, which advises how to find flooding and coastal hazard information in Council Geomaps: https://www.aucklandcouncil.govt.nz/en/plans-policies-bylaws-reports-projects/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/pc-120-housing-intensification-resilience.html Submissions can be made if it is considered that the natural hazard risk categorisation for a particular property or area is inaccurate.
When this infill is done creating a concrete jungle, how will flood risk be quantified then?	Modelling to date has taken into account maximum probable development under the operative Auckland Unitary Plan, including impervious areas. Flood mapping is not part of the Auckland Unitary Plan and is indicative only - this modelling will continue to be updated in the Council Geomaps as and when new information becomes available, including where 'maximum probable development' may change as a result of zoning changes etc.
PC120 flood maps with 3.8 degrees temp increase are without mitigation measures in place. They will make properties more costly to develop?	Where properties are impacted by natural hazards and mitigations are required, this may add cost to development of those sites. However, the natural hazard provisions seek to manage risks to people and property.

Topic - Parking	
Question	Answer
Can you provide information about emergency services on our roads? If widening the roads isn't possible, just	Access arrangements within a site, including for emergency access, has been considered through Plan Change 79 - Amendments to the Transport provisions. Where there are issues of

drive down Drake St. to see the overcrowding.	access on public roads arising from parked vehicles, it is recommended that residents contact Auckland Transport.
How is Auckland council planning to look after our streets, roads and berms with such high intensity housing ? Already our streets are blocked, and a mess	Not all capacity enabled by PC120 can or will be taken up; and development and growth is expected to occur gradually. The number of vehicles using the road network will depend on what developments are proposed - where residential developments require resource consent, there will be an assessment of effects from traffic; trip generation standards in the Auckland Unitary Plan also require specific assessment of the effects larger development proposals will have on the transport network.
What changes will the council implement to keep the streets clear for vehicles so that oncoming traffic can pass on the main streets?	Not all capacity enabled by PC120 can or will be taken up; and development and growth is expected to occur gradually. The number of vehicles using the road network will depend on what developments are proposed - where residential developments require resource consent, there will be an assessment of effects from traffic; trip generation standards in the Auckland Unitary Plan also require specific assessment of the effects larger development proposals will have on the transport network.
What plans are there to combat the associated traffic and parking congestion?	Plan Change 120 seeks to focus intensification around centres and transport nodes to facilitate use of active and public transport modes. The NPS -UD prevents the Council from setting minimum car parking rates, except in relation to accessible car parking. Minimum car parking requirements were previously removed from the AUP based on NPS -UD requirements. PC120 seeks to focus growth around transport nodes and centres to make efficient use of existing infrastructure, including active and public transport mode infrastructure.
AK council should work to change the law on parking , given that blocking streets is a common issue?	Refer to question 27 in the Frequently Asked Questions sheet: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/25-pc120-faqs.pdf
Our roads are blocked Will the Plan insist that new buildings provide adequate off road parking.	
What is the plan for parking around the new housing?	
Car parking is a real issue currently resulting in narrower roads as a consequence. Real congestion on roads will only be escalated in our areas as a result	

Our question is about traffic congestion on Bucklands Beach Rd and the lack of on-site parking for developments with 3 dwellings. How can PC 120 be changed.	
On a frequent bus route, the plan is up to 6 storey housing. Parking is an issue now. Most houses run 2 cars as there is no bus or train to work. Safety issue	
More parking only one side of streets and roads in the Howick area	
Council planners have advised parking on streets is because of government directive in 2020 no parking required on new builds why not have this changed	
Congestion of streets with infill housing are making the streets unsafe. AT have not addressed the residents concerns. Would this change with plan 120	
What provisions will be put in place for parking for residents around intensified 10-15 story buildings?	
With regard to parking, is it a government mandate related to this government or regardless of who is in power?	
With the lack of parking - sounds like we need a law change - what can council do about communicating this to government ? It's been years this is a problem !!	
Why don't you work with AT to discuss the parking issues, e.g.narrow roads . It's a responsibility of both departments to make existing roads/parking work	

Topic – Parks and Open Space	
Question	Answer
Will the green spaces, including our parks, stay as they are and not be sold for development?	Plan Change 120 does not seek to rezone any open spaces for other uses.
What plans are there to offset the loss of green spaces and provide shared spaces, habituates, shade, soak aways to enhance an areas desirability to live	PC120 does not seek to remove or rezone any public open space. There are provisions proposed in residential zones which will require communal outdoor living space (in addition to private outdoor living space) for more intensive developments, in addition to deep soil and canopy tree requirements. For more information, refer to Information Sheets 9 and 10 on the PC120 web page.

Topic – Process	
Question	Answer
6 weeks is way too short of time for ratepayers to consider and understand the plan changes	These dates are set out in Ministerial direction regarding Council's use of the Streamlined Planning Process: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/pc120-ministers-direction-to-use-spp.pdf
After this session how do we know if our concerns have been heard by Akl Council	These information sessions are not opportunities to provide feedback. If you have feedback, you will need to make a formal submission - please visit the PC120 web page to access the submission form and for guidance on how to make a submission.
Is there a bulk submission being initiated whereas applicants can sign as support and not as an individual?	Submissions can be made by groups (such as community groups) or individuals.
Are any of the submissions going to make a difference or is it going ahead regardless	All submissions will be considered through the process by the Independent Hearings Panel, who will then make recommendations to the Council.
Is this a done deal, or will our concerns be listened to,?	All submissions will be considered through the process by the Independent Hearings Panel, who will then make recommendations to the Council.
How long does Waiting for review take?	Decisions are expected on PC120 in mid-2027.
I fear that all objections from our communities will be over ruled and this will go ahead. Is the govt prepared to listen and act accordingly?	All submissions will be considered through the process by the Independent Hearings Panel, who will then make recommendations to the Council.
what does it mean that “auckland can opt out of medium density residential standards “	The Medium Density Residential Standards enabled up to three dwellings of up to three storeys on most residentially zoned sites across Auckland without resource consent, and was introduced through PC78 as required by the RMA at the time. Since then, the RMA has been amended and allowed the Council to withdraw parts of PC78, including withdrawal of the Medium Density Residential Standards.
Why was this not publicized before the council elections.	The timeframes are set out in the RMA and in Ministerial Direction: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/pc120-ministers-direction-to-use-spp.pdf
Will these plans be fast tracked regardless of feedback?	All submissions will be considered through the process by the Independent Hearings Panel, who will then make recommendations to the Council.

Is this binding? If there is a change in government could this be reversed?	PC120 cannot be withdrawn without amendment to the RMA.
What happens when (if) the government changes ?	
If the government changes next year, will the plan also change?	
Who makes the decision what views are to be kept or not?	Recommendations on Plan Change 120 will be made by the Independent Hearings Panel. Where those recommendations are accepted by the Council, these will become operative - where any recommendations are not accepted by the Council, there will be opportunities for appeal.
What Act is mandating this process?	Recent amendments to the Resource Management Act enabled the Council to withdraw PC78 in part, and to notify PC120. However Council is required to give effect to the NPS-UD.
I want to make a submission - why do I have to agree to my name and address being made public alongside my submission??	This is a legal requirement.

Topic – Rates / Property Value	
Question	Answer
How will services be managed, given the decline in Auckland Council services despite a 7% rates increase?	For a list of services your property rates pay for, please refer to this web page: https://www.aucklandcouncil.govt.nz/en/property-rates-valuations/your-rates-bill/what-rates-pay-for.html#:~:text=Ng%C4%81%20mea%20ka%20Outua%20e%20%C5%8D%20reiti%20What%20your%20property%20rates%20pay%20for&text=Your%20property%20rates%20help%20us,protecting%20our%20natural%20environment
With the extra rates coming from the extra housing, will the money be spent back into our suburbs?	
Would Auckland Council consider releasing the Howick Local area from the supercity and allow us to go back to keeping our rates spend to ourselves?	Howick is part of the Auckland region and will therefore continue to be subject to the Auckland Unitary Plan.
If the zoning allows for more intensive housing, surely land value will increase and rates will go up per square meter of land?	Refer to question 26 in the Frequently Asked Questions sheet: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/25-pc120-faqs.pdf

Topic – Residential Provisions	
Question	Answer

There is significant intensification that has taken away residents' sun, light, & views. Was the impact to residents & our right to quiet enjoyment considered?	Residential zone provisions have a number of standards which seek to manage adverse effects on neighbours, other persons, and the environment. Where a resource consent proposal may adversely affect persons to a minor or more than minor degree, those persons will be notified and have the opportunity to make a submission.
Who and how will you prevent poor quality housing being built.	For residential zones, standards are proposed that are intended to achieve high quality built form outcomes. Other provisions in residential zones enable consideration of the scale, location, form, and appearance of developments to ensure that they are of a high quality and compatible with planned urban built character and residential amenity.
Does the council have some directives or say regarding aesthetics for multi housing complexes?	
What differences are between Residential-Mixed Housing Suburban and Residential -Mixed Housing Urban?	The primary point of difference is that the Mixed Housing Urban zone enables three storey development whilst the Mixed Housing Suburban zone enables only two storey development - refer to Information Sheets 10 and 11 for details.

Topic – Resource Consenting	
Question	Answer
What happens to existing resource consents using the mdrs rules	Please refer here: https://ourauckland.aucklandcouncil.govt.nz/news/2025/10/withdrawing-plan-change-78-what-this-could-mean-for-you/
What is the point of planning rules (UAP, PC78, or PC120) if planners approve developments that break the rules so readily?..with unnotified resource consents.	Planning rules have different activity statuses which reflect the level of assessment (and the types of assessment) that needs to be considered in determining whether or not a proposal may be appropriate.
What notice or able to address/object to , will a resident have, if a developer wishes to build a 3 story building on the section beside them?	Refer to question 29 in the Frequently Asked Questions sheet: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/25-pc120-faqs.pdf
Will current property owners be considered in terms if access, natural light etc with new proposals?	
What considerations and protection will be provided to residents impacted by a massive development right next door?	

Topic – Transport	
Question	Answer

With single properties being replaced by 3,4 5 houses or townhouses with no off road parking roads have become impassable. Where are the wider roads?	If parked cars are regularly blocking the road, it is recommended that you reach out to Auckland Transport. Refer to question 27 in the Frequently Asked Questions sheet: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/25-pc120-faqs.pdf
How will housing intensification lead to less traffic congestion?	Intensification has predominantly been focussed around centres and transport nodes, enabling more people to live close to amenities, services, and transport.
Why doesnt the frequent transport corridor between Meadowlands and Howick go direct along Whitford Rd and Cook St?	The Frequent Transit Network is based on the Regional Public Transport Plan 2023 – 2031.
Sandpit Road has 4 schools that feed into the area and already a concern for traffic and our kids. Why has this area now been included in this proposal?	Intensification principles have been applied consistently across the Auckland urban environment. This includes intensification around suburban centres and intensification around the frequent transit network - more information on this can be found in Information Sheets 6 and 7 on the PC120 web page.
How is Litten Road in Cockle Bay, with parking on both sides and no room for vehicles to pass each other, classified as an arterial route?	Litten Road forms part of the frequent transport network - refer to information sheet 7 for more information: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
Pakuranga Rd is severely congested. 20,000 people moved into HLB area in the past 2 years. How will housing intensification lead to less traffic congestion?	PC120 seeks to focus growth and intensification in areas around transport nodes and centres, to make efficient use of existing active mode and public transport infrastructure.
How will current congestion around Cockle Bay Primary be managed with more apartments?	Plan Change 120 seeks to focus intensification around centres and transport nodes to facilitate use of active and public transport modes. Council considers effects of traffic etc in assessing resource consent application.
Why are some of the new developments only have narrow access ways and not roads. Fir larger than 20 units we need roads which comply for H&M widths footpaths	Private accessways within residential developments are managed through provisions of Chapter E27 - Transport of the AUP.
Are schools regarded as a hazard for medium density buildings? Surely there should be single homes around schools due to traffic hazards?	Proximity to schools and other amenities and services has been considered in determining where intensification may be appropriate - enabling more people to live closer to schools would facilitate other modes of transport, such as walking and cycling.

What are the key characteristics of a rapid transit route and a frequent transit Line?	Rapid transit service is defined in the NPS-UD as 'any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.'
What source information did AT use to supply Auckland Council with the numbers that use the bus service along Litten Rd etc.	The Frequent Transit Network is set out in the Regional Public Transport Plan 2023-2031 (RPTP): https://at.govt.nz/about-us/transport-plans-strategies/regional-public-transport-plan-2023-2031-rptp
East Auckland has no efficient fast public transport networks. What will change?	
How can the Litten Rd, Sandspit Rd, Meadowlands Drive, etc be classed as an arterial route allowing for 6 story development	This is a frequent transit corridor - refer to Information Sheet 7 for more information: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
With public transport use at only 86% of pre-covid levels, what makes you think that everyone who moves into the intensified areas will take public transport	Whether residents in these areas do or do not take public transport is a personal choice - focussing enablement of growth around these centres and transport nodes enables more people to have access to public transport options.
With single properties being replaced by 3, 4, 5 houses or townhouses with no off road parking roads have become impassable. Where are the wider roads?	If parked cars are regularly blocking the road, it is recommended that you reach out to Auckland Transport. Refer to question 27 in the Frequently Asked Questions sheet: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/25-pc120-faqs.pdf
How will housing intensification lead to less traffic congestion?	Intensification has predominantly been focussed around centres and transport nodes, enabling more people to live close to amenities, services, and transport.
Sandpit Road has 4 schools that feed into the area and already a concern for traffic and our kids. Why has this area now been included in this proposal?	Intensification principles have been applied consistently across the Auckland urban environment. This includes intensification around suburban centres and intensification around the frequent transit network - more information on this can be found in Information Sheets 6 and 7 on the PC120 web page.
How is Litten Road in Cockle Bay, with parking on both sides and no room for vehicles to pass each other, classified as an arterial route?	Litten Road forms part of the frequent transport network - refer to information sheet 7 for more information: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf

Pakuranga Rd is severely congested. 20,000 people moved into HLB area in the past 2 years. How will housing intensification lead to less traffic congestion?	PC120 seeks to focus growth and intensification in areas around transport nodes and centres, to make efficient use of existing active mode and public transport infrastructure.
How will current congestion around Cockle Bay Primary be managed with more apartments?	Plan Change 120 seeks to focus intensification around centres and transport nodes to facilitate use of active and public transport modes. Council considers effects of traffic etc in assessing resource consent application.
Why are some of the new developments only have narrow access ways and not roads. Fir larger than 20 units we need roads which comply for H&M widths footpaths	Private accessways within residential developments are managed through provisions of Chapter E27 - Transport of the AUP.
Are schools regarded as a hazard for medium density buildings? Surely there should be single homes around schools due to traffic hazards?	Proximity to schools and other amenities and services has been considered in determining where intensification may be appropriate - enabling more people to live closer to schools would facilitate other modes of transport, such as walking and cycling.
What are the key characteristics of a rapid transit route and a frequent transit Line?	Rapid transit service is defined in the NPS-UD as 'any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.'
What source information did AT use to supply Auckland Council with the numbers that use the bus service along Litten rd etc.	The Frequent Transit Network is set out in the Regional Public Transport Plan 2023-2031 (RPTP): https://at.govt.nz/about-us/transport-plans-strategies/regional-public-transport-plan-2023-2031-rptp
East Auckland has no efficient fast public transport networks. What will change?	
How can the Litten Rd, Sandspit Rd, Meadowlands Drive, etc be classed as an arterial route allowing for 6 story development	This is a frequent transit corridor - refer to Information Sheet 7 for more information: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/08-pc120-info-sheet-7-intensification-beyond-centres-and-stations.pdf
With public transport use at only 86% of pre-covid levels 5, what makes you think that everyone who moves into the intensified areas will take public transport	Whether residents in these areas do or do not take public transport is a personal choice - focussing enablement of growth around these centres and transport nodes enables more people to have access to public transport options.

Topic - Walkable Catchments	
Question	Answer

Which criteria determine a 10 minute walk - 5 year old child, 30 year old fit person or 70 year old?	Walkable catchments are based on distances the average person would be willing to walk. More information on this can be found in Information Sheet 4: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/05-pc120-info-sheet-4-walkable-catchments.pdf
Walk zone is defined as 800 m equal to 10 mins Botany bus station to Golflands involves crossing both Botany Rd and Ti Rakau Drive - was this considered?	Yes, factors such as gradients and road crossings have been considered in the application of walkable catchments - in some cases, this has resulted in reductions in walkable catchment distances to reflect that less distance would be able to be covered in 10 minutes. More information on this can be found in Information Sheet 4: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/05-pc120-info-sheet-4-walkable-catchments.pdf

Topic - Miscellaneous	
Question	Answer
In Howick will the corridors of view across the Village and the coast line be protected, or over ridden?	With regards to viewshafts, the Stockade Hill Viewshaft Overlay is identified to be retained as a qualifying matter within PC120. The Selwyn / Glebe local public view is not proposed to be retained as a qualifying matter.
Do covenants still take precedence over unitary plans and if so why is council not supporting them?	Private covenants are sometimes registered on records of title by developers looking to manage design outcomes on new lots established through a subdivision. These can include restrictions or controls on densities and heights of buildings (amongst other things), outside of (and separate to) what may be managed through the Auckland Unitary Plan. The Council does not get involved in private covenants, as these are a civil matter. As such, there may be instances where a development is compliant with the Auckland Unitary Plan but may otherwise be limited by a private covenant.
I do not approve of either proposals. Is there a third option to say no to both.	Plan Change 78 has been withdrawn, except in relation to the City Centre Zone and Metropolitan Centre Zone. Plan Change 120 is currently in its submissions period - submissions can be made until December 19.
What is the vision for Auckland in 10 years' time to attract people to live here?	The Auckland Plan 2050 is our long-term spatial plan for Auckland, and looks ahead to 2050. It considers how we will address our key

	challenges of high population growth, shared prosperity, and environmental degradation.
What checks, balances will be put in place to ensure building codes are adhered as many new builds already have no final CoC sign off due to major faults.	The Building Act has a number of checks and balances in place, including Code Compliance Certificates (CCCs) which confirm that building work for which a building consent has been issued has been completed correctly.
How many public submissions have been received to date	All submissions will be made available in early 2026, once these have been reviewed and summarised. Submissions are due by 19 December.
What is Akld Council doing to eliminate Coastal Environmental Risks and promote Shellfish Bed Protection which are at risk from intensification?	There are various parts of the AUP which seek to address coastal matters, such as Chapter F Coastal of the Auckland Unitary Plan.
Has central Government considered the national risk if a higher percentage of the population is in Auckland, faces natural disaster risks eg volcanic eruptions?	Please refer to the Auckland Emergency Management and Civil Defence websites for more information.
How are more housing choices being made when properties are being demolished in favour of cookie cutter properties?	A greater number and variety of houses across Auckland enables for greater choice across the housing continuum.
Why are there no new greenfield housing development under PC120 given the new government funding model?	There are Future Urban Zoned areas under the Auckland Unitary Plan, which are identified for future urban growth and expansion. These however are not proposed to be rezoned for urban purposes through PC120.
Are there any new Greenfield areas in PC120	
Howick Pakuranga is known for their community spirit. How do 3 storey buildings and higher help that?	Residential zoning principles have been applied consistently across the Auckland urban environment.
Is Howick classified as a "centre"	Howick Village is classified as a Town Centre under the Auckland Unitary Plan.
Change of zoning enables developers to intensify properties and devalue neighborhoods. Has the council allowed for compensation of affected properties.	Residential zone provisions have a number of standards which seek to manage adverse effects on neighbours, other persons, and the environment. Where a resource consent proposal may adversely affect persons to a minor or more than minor degree, those persons will be notified and have the opportunity to make a submission.
How can we protect the stunning views from howick overlooking the gulf? building 7 storys on the northern ridge of Howick means it will be lost for all to enjoy	The Stockade Hill Viewshaft Overlay is proposed to be retained as a qualifying matter - this limits building heights on some sites under the viewshaft in order to prevent intrusions into the views from Stockade Hill.
In a country with significant seismic activity it seems counter intuitive to	There are building code requirements that manage these types of risks.

build higher! Was this taken into consideration?	
Is this the sugar coated sell for the establishment of 15 minute cities? Is the UN and WEF involved?	PC120 addresses a number of requirements set out in the NPS-UD and RMA - these seek to contribute to well-functioning urban environments and alleviate housing affordability and supply issues across the country.
Why does the transit map differ to the one published 2024 30 year plan	Analysis has been informed by a number of plans and reports, such as the Regional Public Transport Plan 2023-2031.
Can you please be clear. What is the maximum height allowable in the Howick area	This will depend on the zone - different parts of Howick are zoned differently. To understand what heights are proposed in a particular area, please refer to the Plan Change 120 maps. More information on what heights are proposed in residential zones can be found in Information Sheets 9-12 on the PC120 web page.
If you have taken the historic heritage and view shaft into consideration what about the 4 heritage buildings and view shaft in Selwyn Road alone?	Historic heritage places (or extents of places) are identified as a qualifying matter for retention through PC120. The Operative Auckland Unitary Plan contains the Selwyn Road / Glebe local public view (which is different from a maunga viewshaft), however this local public view is not proposed to be retained as a qualifying matter through PC120. More information on this can be found in the Local Public View Qualifying Matter s32 report: https://www.aucklandcouncil.govt.nz/content/dam/ac/docs/plans/unitary/pc-120/98-pc120-s32-local-public-views-overlay.pdf
Many properties in this area are on crosslease. What happens here? Compulsory purchase orders?	No - in cross-lease arrangements, each owner owns an undivided share of the underlying land and one owner cannot choose to redevelop without the permission of the other owner(s).
Is there an analysis of the feasibility of the multi-storey intensification plan in Howick, considering the steeply sloping areas?	The heights enabled in PC120 will not necessarily be achievable in all cases - there will be a number of factors that affect whether a development on a particular site is feasible.
How are these new builds being overseen to prevent future disasters of leaky homes and ghetto building, and fly by night developers	This is managed via the Building Act.
Current intensification has impacted residents privacy, light and views. We have building noise from dawn to dusk. Where is our right to quiet enjoyment?	There are provisions in the Auckland Unitary Plan which manage construction noise and vibration - refer to Chapter E25 - Noise and Vibration.
What requirements are Auckland Council required to comply with in terms	Council has proposed a number of standards within residential zones etc that seek to manage and provide for quality built form

of quality of living for the population of the region they are responsible for.	outcomes. Refer to Information Sheets 9-12 on the PC120 web page.
---	---