Application by Ministry of Housing and Urban Development - Te Tūāpapa Kura Kāinga (HUD) to have a project listed in Schedule 2 of the Fast Track Approvals Bill 2024

Attachment 1 – Adverse Effects Assessment

Submitter details		
1.	Is this Application for Schedule 2A or 2B?	2B
2.	Submitter name	Ministry of Housing and Urban Development - Te Tūāpapa Kura Kāinga (HUD)
3.	Contact person	Nick Grala – Harrison Grierson
4.	What is your job title?	National Planning & Environment Manager
5.	What is your contact email address?	s 9(2)(a)
6.	What is your phone number?	s 9(2)(a)
7.	What is your postal address?	PO Box 5760, Victoria St West Auckland 1142
8.	Is your address for service different from your postal address?	Yes Level 4, 96 St Georges Bay Road Parnell, Auckland 1052

Section 5: Adverse effects		
1.	What are the anticipated and known adverse effects of the project on the environment? *Attachment option available*	
	As design specific assessments have not yet been undertaken, all of the identified effects below are anticipated but their scale and subsequent level of mitigation is to be determined. The development is not anticipated to have adverse effects out of the ordinary for residential construction, and the benefits are considered likely to well outweigh these effects.	

TABLE 1: Anticipated Effects

EFFECT	RESPONSE
CONSTRUCTION RELATED EFFECTS	
Noise	Noise effects associated with the construction of buildings are anticipated but would be minimised to an acceptable level through methods that would be set out and detailed in a Construction Management Plan ('CMP'). The CMP would also likely require compliance with NZS6803:1999 (construction noise standard).
Dust	Any dust resulting from earthworks and construction would be minimised using methods set out in the CMP.
Sediment	Earthworks have the risk of creating sedimentation effects. An Erosion and Sediment Control Plan

	('ESCP') will be prepared and communicated to contractors to ensure minimal sediment is generated by the site and prevented from impacting public services and waterways.
Stability	The site is not subject to instability hazards. The site is relatively flat with slopes between 1% - 3%. As such, it is not anticipated that retaining walls or significant earthworks will be needed to form building platforms and roads. Due to these factors, the development of the site is not anticipated to compromise the stability of any neighbouring sites. A full geotechnical report will be completed and submitted with the consent application to ensure that the ground conditions are appropriate for the building design.
Construction Traffic Movements	The redevelopment of the site will generate traffic effects, but these will be managed to an acceptable level through a CMP (which will include a Traffic Management Plan) and the staging of development. High level investigations have found that there is generally a good level of network performance in the area. The staging of development will reduce the number of vehicle movements associated with construction at any one time. These vehicles can also park within the undeveloped sites, reducing the instances of roadside parking. Vehicles will be arriving and departing the site within standard working hours. Effects associated with construction traffic are temporary and a CMP will be provided that ensures these temporary effects are managed and tolerable.
Staging	The staging of the project will be determined following the confirmation of the development partner. Staging would be approached to follow a logical and efficient sequence, that ensures any effects from an extended construction period are minimised. The methodology would be set out in a CMP and communicated to all contractors and stakeholders. The staging will also ensure that if the project is progressively occupied, the first residents are able to use and enjoy their property without significant disruption caused by the construction of the remaining stages.
Contamination	HUD are in the process of procuring a contract to demolish the buildings on the site. This involved commissioning an asbestos report which confirmed some of the buildings contain asbestos materials. The report has provided a remediation action plan that will be adopted by the demolition contractors to ensure that the asbestos will be safely contained and removed from the site.

		Given the confirmation of asbestos within the site's buildings, it is anticipated that the site soil will be contaminated. As such, the subject site is treated as a HAIL site until a Detailed Site Investigation ('DSI') finds otherwise. A DSI will be commissioned along with other necessary expert reports as part of the design and consenting process. The findings of the DSI will determine the level of remediation required for the site, which will be implemented to ensure that the site is safe for human habitation.
	Archaeology	Archsite GIS has identified that R11/3227 on the site, pertaining to the former homestead of William Goodfellow. The records state that the true extent of the homestead and outbuilding deposits are unknown. We would expect that an archaeology authority under the Heritage New Zealand Pouhere Toanga Act 2014 will be required. We also expect that any earthworks consents granted would include the standard accidental discovery protocols in the suite of conditions.
	DEVELOPMENT RELATED EFFECTS	
	Visual Effects and Neighbourhood Character	HUD's redevelopment aspirations of the site are demonstrated in the reference scheme appended to this application. The scheme demonstrates that a built form can be achieved that delivers good urban design outcomes, achieves good yield to maximise the supply of housing to the area and can be integrated with the existing built form of the surrounding area. It is noted that this scheme was prepared before HUD's submission on PC78 that seeks THAB zoning for the site. It is considered that the scheme, or a higher density scheme, would also integrate with the intensified outcome required under the National Policy Statement on Urban Development 2020 (**NPSUD**). HUD's development aspirations outlined in this application are consistent with the THAB zoning that they are currently seeking through the PC78 process, as well as the combination of Mixed Housing – Urban and THAB zone that currently applies to much of the surrounding neighbourhood. The majority of this site is internal, private properties and as such, its redevelopment will have limited impacts on public views and the public perception of neighbourhood character. There will be temporary adverse visual effects associated with the demolition and earthworks stages of the project. These arise from the removal of buildings and on-site vegetation that may have contributed to the character of Ōtara Road and Alexander Crescent. It is anticipated that some of the trees near that the site's street frontage would need to be removed to redevelop the site and to

		remove asbestos contamination. However, the project will have long term positive outcomes of improving the streetscape, character and amenity values. The remaining buildings onsite scheduled for demolition are both vacant and dilapidated. As such, the built form of the current site contributes limited value in a visual and neighbourhood character sense, practically speaking, it detracts from the existing character of the surrounding area. The redevelopment of the site will deliver new residential buildings supported by roads, footpaths, lighting, and landscaping. Although the detailed design drawings and lot layouts are to be determined, it is anticipated that future development would be consistent with the Reference Scheme. The scheme applies the principles of active frontages directed towards primary roads, articulated building forms and varied finishes for visual interest and landscaping to soften the built form. As such, visual effects associated with the development are anticipated to be those associated with the change in use, which is not negative, and instead will positively contribute to the character and streetscape. The site has common boundaries with residential properties to the north and with the MIT Pasifika Community Centre to the south. To avoid any adverse visual effects on these properties, it is anticipated that future development would apply yard and height in relation to boundary setbacks consistent with the THAB zone to minimize any building dominance or overlooking effects.
	Amenity Effects	The project will improve the amenity levels within the site as well as its contribution to the surrounding neighbourhood by redeveloping what is now the unused and dilapidated site of the former MIT campus. The project will improve the amenity of the area by delivering new homes and public spaces that meet best practice urban design principles.
	Historic Heritage Effects	The site shares a common boundary with the Historic Heritage Extent of Place Overlay – 1347, which provides for Dilworth Agricultural School (former). The proposal will have less than minor adverse effects on the historic heritage values of the site due to the separation of the site and the primary feature and the anticipated nature of the proposed redevelopment. The primary feature of the historic place, the school building, is well setback from the edge of the subject site, with another building and a car-parking area between the building and the common

		boundary. There is a slight overlap of the overlay and the subject site, but this appears to be a mapping error and a slight misalignment with the site boundary rather than an attempt to protect any features within 67S Otara Road. The final development design is to be determined, but it is likely that an accessway and footpaths will be provided along this boundary, which would provide a further buffer between the built aspects of the redeveloped site and Dilworth Agricultural School. The CMP prepared for the future development would include methods to ensure that construction activities do not negatively impact the historic place. As such, any adverse effect on historic heritage are anticipated to be less than minor.
	Traffic	A high-level transport assessment commissioned in 2018 found that the Ōtara area had a generally good level of network performance across the Otara area during the weekday AM and weekend midday peak periods on both the local and strategic networks. It was found that East Tamaki Road, Otara Road and Baird's Road could be subject to heavy congestion at peak times. A design-specific transport assessment will be completed once a development design is confirmed. The assessment would confirm the impact of the site's development on traffic. Consultation with Auckland Transport would also confirm the nature of these connections and any other required upgrades. However, traffic and parking effects are anticipated to be acceptable given the site's frontage to lower speed roads, its capacity to provide parking (as demonstrated in the reference scheme) and due to the site's access to public transport and employment areas. The Reference Scheme envisions new intersections with Ōtara Road and Alexander Crescent. A complete transport assessment is required but it is anticipated that the impact of these new connections on the safety of the roads will be low due to these roads' lower speed limits (50km) and clear sight lines. The reference scheme provides parking for almost all typologies, and visitor parking which should minimise any instances of street parking. Therefore, any need for street parking following the development of the site should be minimal. The site is a short distance from the Ōtara town centre, industrial and commercial precincts, the Ōtara Transport Centre, as well as local schools. These distances are achievable for walking, cycling and public transport modes and as such, reduces

		future resident's reliance on private vehicles to access employment, services and education providers. This will reduce the potential traffic generation and parking needs of the site.
	Stormwater	HUD anticipate that any redevelopment will be undertaken in line with best practice stormwater management techniques as guided by the Auckland Council stormwater code of practice and the Auckland Regional Network Discharge Consent. A design specific infrastructure report and geotechnical report will be prepared prior to development and will specify the stormwater management approach for the project. A high-level assessment of the site identified the existing stormwater network, whilst old, was operating under capacity. HUD expect that the stormwater management approach for the site will account for the overland flowpaths that exist on site, ensuring that their conveyance is maintained if their entry and exit points are modified in any way. The potential for climate change and sea level rise to impact the effectiveness of the network's dispersals to Ōtara Creek in high tidal / storm events will also be accounted for. As such, the stormwater network will be designed to ensure the functionality of the site and to avoid any adverse effects on the surrounding area, including in future climate change scenarios.
	Servicing	The high-level site assessment completed in 2018 identified wastewater constraints in Ōtara however, local sewer upgrades occurred in 2023 and the Ōtara pump station is scheduled to be upgraded in 2030.[1] The assessment also identified many of the pipes in the site are aged, likely contain asbestos and will need to be replaced. The high-level assessment found that Ōtara's potable water network should have sufficient capacity to service the redevelopment of the site. However, connection pipes to the properties will most likely have to be upgraded to be larger than the 20mm diameter existing connections. Since the 2018 assessment, the Redoubt Road Reservoir has been expanded, adding further supply. The proposed servicing for the confirmed redevelopment design will ensure the capacity and functionality factors are accounted for such that the future development can be safely serviced with no adverse effects on the surrounding area.
	Natural Hazards	The site is not subject to instability or flood hazards.

[1] Ōtara-Papatoetoe Local Board meeting held on 18/04/2023 - Item 18 Watercare – Wastewater Network Strategy - https://infocouncil.aucklandcouncil.govt.nz/Open/2023/04/20230418_OP_AGN_11757_AT_files/20230418_OP_AGN_11757_AT_Attachment_92742_1.PDF

		The high-level site assessment identified that overland flowpaths run north-south through the centre of 67S Ōtara Road, according to Auckland Council GIS Flood plain maps. As stated in previous responses, the stormwater network would account for the overland flowpaths that exist on site, ensuring that their conveyance is maintained and if their entry and exit points are modified in any way, that no adverse effects will arise. The potential for climate change and sea level rise to impact the effectiveness of the network's dispersals to Ōtara Creek in high tidal / storm events will also be accounted for in the network's design. As such, the stormwater network will be designed to ensure the functionality of the site and to avoid any adverse flooding effects on the surrounding area, including in future climate change scenarios.