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

MIT South

Attachment 1 – Adverse Effects

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.

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 hazard. The site is relatively flat with slopes between 1% - 3% and as such, significant retaining walls or earthworks are not anticipated to form useable, stable lots 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 vehicles associated with construction accessing the area at one time and these vehicles can also park within the undeveloped sites, reducing the instances of roadside parking. Vehicles will be arriving and departing the site within 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 undertaken in the near future and 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 habitation.
	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 integrated with both 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 and MU zoning for the site. It is considered that the scheme or a similar scheme proposing greater densities would also integrate with the intensified outcome envisaged by PC78 of the AUP to give effect to the National Policy Statement on Urban Development 2022 (**NPSUD**). HUD's development aspirations outlined in this application are entirely consistent with the THAB and MU zoning (plus height variation overlay) that they are currently seeking through the PC78 process. It is also entirely consistent with the THAB and Town Centre zoning that already applies to much of the surrounding neighbourhood. There will be temporary adverse visual effects associated with the demolition and earthworks stages of the project. The removal of buildings and on-site vegetation removing elements may result in changes to the character of Ōtara Road, Bairds Road and East Tāmaki Road. It is anticipated that some of the trees near that site's street frontage would need to be removed to redevelop the site and to remove asbestos contamination however, this change will have a long term outcome of improved streetscape, character and amenity values from the new development. 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. The redevelopment of the site will deliver new residential and commercial buildings supported by roads, footpaths, lighting, and landscaping. Open space is also envisioned as part of the site's redevelopment. 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 and apply the principles of active frontages directed towards primary roads and commercial areas, 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 would contribute positively to the character and streetscape. The proposed development forms almost a complete block, with its common boundaries being limited to Te Puke Ō Tara Community Centre. To avoid and minimize any building dominance or overlooking effects, future development would apply yard and height in relation to boundary setbacks consistent with the THAB and MU zone and through the arrangement of accessways, as set out in the Reference Scheme.
	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. The adoption of a mixed-use approach to the southern portion of the site will also bring added vibrancy and amenity to the area; complimenting the adjoining town centre and activating Newbury Street. The introduction of a large resident population will also provide additional security to the town centre achieved by passive surveillance over business areas outside of normal business hours.
	Traffic and parking	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. East Tamaki Road, Otara Road and Baird's Road were found to be subject to heavy congestion at peak times. A design-specific transport assessment will be completed once a development design is confirmed which would confirm the impact of the site's development on the existing traffic network. 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 sites access to public transport and employment areas. The Reference Scheme envisions new intersections with Ōtara Road and Bairds Road. 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 having 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 additional instances of street parking following the development of the site should be minimal. The site is immediately adjacent to the Ōtara town centre, a short distance from the Ōtara industrial and commercial precinct as well as local schools and walking distance from the Ōtara Transport Centre. This reduces the future resident's' reliance on private vehicles to access employment and services and as such, 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. The Ōtara pump station is also scheduled to be upgraded in 2030.[1] The assessment also identified many of the pipe in the site are aged, likely contain asbestos and so may 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 these 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 any natural hazards, other than some small parts of the site which are identified as being subject to flood hazards. The high-level site assessment identified that the northernmost and southeastern parts of the site are identified as being impacted by flood plains and overland flowpaths by the 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. The future development design, including building positions, floor levels and impervious surfaces, would also be designed to account for flood hazards to ensure the safety of future residents and businesses and to avoid any potential adverse impacts on neighbouring properties, including in future climate change scenarios.

[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