

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Auckland Council
Contact person (if follow-up is required)	Ian Smallburn s 9(2)(a)
	Lexie Li s 9(2)(a)
	Click or tap here to enter text.

Comment form

Please use the table below to comment on the application.

Project name	Ara Weiti Village 1
General comment – potential benefits	Will generate additional employment, and present an opportunity to retain employment in the local region Will add additional housing supply and choice in the Auckland region.
General comment – significant issues	<p>Prohibited activities</p> <ol style="list-style-type: none"> 1. The proposal to create a retirement village lot and a commercial/mixed-use lot is a prohibited activity under rule I547.4.1(A32) – please see the details below 2. In the case that the applicant changes those two lots to residential lots, it then has the potential to enable development that exceeds the cap limit of 400 in this sub-precinct potentially at both the application site as well as the neighbouring site which is also zoned sub-precinct B, which may give rise to a prohibited activity under rule I547.4.1(A2) when future land use development starts. <p>Inconsistent with plan provisions</p> <ol style="list-style-type: none"> 3. As the first subdivision in sub-precinct B, the proposal does not meet the provision of reserve land, public access & facilities, planting, ecological management etc. as per the sub-precinct B requirements. 4. A retirement village is not an activity anticipated in this precinct. Thereby the subdivision for a future retirement village is not anticipated either. <p>Infrastructure constraints</p> <ol style="list-style-type: none"> 5. There is insufficient infrastructure to serve the proposed development – see details below <p>Asset vesting</p> <ol style="list-style-type: none"> 6. There is a risk that the vested assets Council may inherit are not consistent with the Council’s standards or the community's needs (see Parks’ comments).

	The reserves to be vested are not in line with plan provisions and the Open Space Provision Policy 2016 (see Parks' comments below).
Is Fast-track appropriate?	<p>Fast-track is not considered appropriate for this proposal as</p> <ol style="list-style-type: none"> 1. it involves prohibited activities; 2. it may give rise to prohibited activity for future development 3. it does not meet the precinct requirements in terms of the provision of reserve land, public access & facilities, planting, ecological management etc. as the first subdivision in sub-precinct B 4. the infrastructure is constrained
Environmental compliance history	<p>The compliance monitoring have looked at the compliance enforcement history of:</p> <ul style="list-style-type: none"> • Ara Weiti Development Limited • Evan Christopher WILLIAMS • Asher Clement WILLIAMS <p>To be thorough we have reviewed the compliance history for multiple other companies where the applicant is a director/ shareholder.</p> <p>No enforcement action has been taken against any of the stakeholders above. There are no significant outstanding compliance concerns for the parties above that the Council is aware of.</p>
Reports and assessments normally required	<ul style="list-style-type: none"> • An AEE, identifying all reasons for consent, assessing the effects of the proposal and it's fit with the policies and objectives of the AUP. • Special information as per I547.9(2) • Architectural plans. • Survey plans. • Urban design assessment including housing typology testing assessment • Landscape and visual assessment • An integrated traffic assessment. • Engineering/Infrastructure assessment (Water and wastewater infrastructure and capacity report including engineering plans, capacity assessment, fire/water supply-demand, connection points & stream crossing.) • Geotechnical report, including but not limited to groundwater effects assessment. • Arboricultural report • Archaeological Assessment Report • Ecological Impact Assessment (terrestrial ecology) • Freshwater Assessment (freshwater ecology) • Stormwater infrastructure report including a stormwater management plan and flood assessment. • Road designs including landscaped berms, pedestrian access and cycle lanes. • Esplanade reserve provision and assessment • Acoustic & vibration report

	<ul style="list-style-type: none"> • An assessment of construction related effects including traffic and a construction management plan • Records of iwi consultation and cultural value assessments from all mana whenua groups associated with this site (as listed below). • Earthworks, cut and fill, and erosion/sediment management plan • A lighting plan of roads, footpaths, accessways and parking areas. • A contaminated land detailed site investigation & Remediation Action Plan • An integrated traffic assessment. • An assessment of construction related effects including traffic, noise (effects on surrounding activities sensitive to noise) and vibration and a construction management plan. • Communal facilities plan(including waste management plan), operations and assessment of effects from this. • Records of iwi consultation and cultural value assessments from all mana whenua groups associated with this site (as listed below). • Details on the management and ownership structure of any common assets. • A contaminated land detailed site investigation. • Economic assessment not limited to but including effects on supply of industrial zoned land. • An esplanade reserve assessment. • A crime prevention through environmental design (CPTED) of any proposed access (pedestrian and cycle). <p>Click or tap here to list reports and assessments normally required by council for the project in this area</p>
Iwi and iwi authorities	<p>Ngāi Tai ki Tāmaki Ngāti Manuhiri Ngāti Maru Ngāti Pāoa Ngāti - Paoa Iwi Trust Ngāti Pāoa Ngāti - Paoa Trust Board Ngāti Te Ata Ngātiwai Ngāti Whanaunga Ngāti Whātua o Kaipara Ngāti Whātua Ōrākei Te Ākitai Waiohūa Te Kawerau ā Maki Te Patukirikiri Te Rūnanga o Ngāti Whātua</p>
Relationship agreements under the RMA	<p>NA</p>
Insert responses to other specific requests in the Minister’s letter (if applicable)	<p>Question 1- 3 are answered above and below. Question 4 The project is not considered to align with the requirements of Weiti Precinct, including the standards in I547.6.7.4 to I547.6.7.10 – please see detailed comments from Plan and Place below. Question 5 It is recommended that the panel seek additional comments from</p>

	<ol style="list-style-type: none"> 1. other owners of Weiti Precinct sub-precincts B and C. <ul style="list-style-type: none"> • The cap limit for development in the entire sub-precinct is 400 and exceeding the cap limit would be a prohibited activity under rule I547.4.1(A2) • There is another piece of land zoned sub-precinct B and the development may take the development right away, making any development on the other piece of sub-precinct B land prohibited 2. Development of Conversation (if any activities are to be undertaken on crown land) 3. Waka Kotahi (for impact on Penlink) 4. Local board (for reserve vest etc.) 5. Keep Okura Green & Friends of Okura Bush Incorporated Society in terms of not providing the reserve land, public access & facilities, planting, ecological management etc.in accordance with the Precinct requirements
Other considerations	Click or tap here to insert any other responses you consider relevant for the Minister to be aware of.

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry’s proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Plans and Places Policy Specialist Response

From: Austin Fox

Senior Policy Planner

Regional, North, West, and Islands Planning

Plans and Places

Auckland Council

Overall Summary:

These comments only relate to the land use policy issues. Comments on other aspects, such as traffic, landscaping, wastewater disposal etc should be obtained from the relevant experts.

The area that is identified as the site in the application documentation is zoned Residential – Rural and Coastal Settlement, and Rural – Rural Conservation in the Auckland Unitary Plan. The site is also subject to the Weiti Precinct, and specifically Weiti Sub-precinct B (Village) and Sub-precinct C (Conservation and forestry).

The Wēiti Precinct is an important landscape area and contributes to achieving the maintenance of a greenbelt between the North Shore and the urban extent of the Hibiscus Coast. A purpose of the Wēiti Precinct is to provide for an intensive village settlement while protecting the greenbelt and open space character of the area. The Wēiti Precinct controls also protect the landscape, skyline and coast from development when viewed from the Long Bay Regional Park, East Coast Road and Whangaparaoa Peninsula.

It appears from the application documentation, specifically the Indicative Scheme Plan that the area identified as the Development Area matches the extent of Weiti Sub-precinct B, with the area outside the Development Area but within the Site being within Weiti Sub-precinct C.

The Wēiti Sub-precinct B (Village) provides for a mix of commercial and residential activities in close proximity at its centre, with lower intensity residential activities towards its edges.

The Weiti Sub-precinct C (Conservation and forestry) forms the balance of the precinct. It provides for activities that are consistent with the open space character including conservation, outdoor recreation and small scale forestry activities.

All development within the Wēiti Precinct is required to be in accordance with the Wēiti: Precinct plan 1 and the controls applying to the sub-precincts. Development within sub-precinct B is also managed by the Wēiti Precinct plan 3: Wēiti sub-precinct B plan.

Subdivision for the intended commercial use is prohibited under activity I547.4.1(A32). Objective I547.2(11) does provide for some retail and business uses, but Precinct Plan 3 is explicit that in Sub-precinct B these uses should only occur at ground floor, and only in specific locations. Policy I547.3(21) goes further to specify that commercial land use in Sub-precinct B should be limited to prevent large floor plate retailers. If the subdivision was for dwellings, and ground floor commercial use is later provided as part of an apartment/residential development, then this would be permitted. But the development of commercial/mixed use on a large lot as proposed here is not appropriate and is indeed a Prohibited Activity.

A retirement village is not an appropriate use in this location, and does not accord with the precinct (objectives, policies, or precinct plans). Such a use would either need to be considered as dwellings, in which case it does count towards the dwelling cap at I547.6.1, or it would need to be considered as a commercial use, in which case it would be prohibited. Either way that it is considered appears to fall foul of a prohibited activity status.

This subdivision is definitely a 'red flag' as a Fast Track development because it proposes subdivision activities that are prohibited, and because it includes uses that are clearly not envisaged in the precinct (retirement village and a standalone larger format commercial use – commercial is envisaged by the precinct to be provided at the ground floor as part of multi-level residential development).

The project does not align with the requirements standards I547.6.7.4 to I547.6.7.10 of the Weiti Precinct for the reasons as outlined above but also in relation to the following.

The Weiti precinct outlines a number of things under standards I547.6.7.4 to I547.6.7.10 the first subdivision application of sub-precinct B must include, and none of these are qualified to only apply to particular land holdings.

Also, I547.6.7.4 (Greenbelt restrictive covenant) is relevant, which states:

(1) Prior or concurrent to the issue of a certificate pursuant to Section 224(c) of the Resource Management Act 1991 for the first subdivision of land in sub-precinct B a restrictive covenant must be registered against the land in Wēiti Sub-precinct C (except the land to be vested as reserve under Standard H547.6.7.5 below, provision of reserve land) to prohibit in perpetuity any further subdivision within the sub-precinct, other than for: (a) infrastructure specific to Wēiti; or (b) approved conservation, heritage or education facilities.

(2) The restrictive covenant must be addressed to Auckland Council. The restrictive covenant must be signed prior to the approval of the survey plan for subdivision of the relevant portion of sub-precinct B under Section 223 of the Resource Management Act 1991.

(3) The restrictive covenant must be registered on the title of the Wēiti land in sub-precinct C on the date upon which a certificate pursuant to Section 224(c) of the Resource Management Act 1991 is issued in respect of the first subdivision application of Wēiti sub-precinct B.

In addition, Policies I547.3 (26) and (31) are also relevant, which state:

(26) Require the land identified as additional Department of Conservation and council reserves in Wēiti: Precinct plan 1 to be provided to council or the Department of Conservation for public open space at the time of the first subdivision in sub-precinct B - Village.

(31) Require the staged native vegetation enhancement planting in Precinct Plan 1 at the time of the first subdivision in sub-precinct B – Village

Auckland Transport Asset Owner Response

From: *Nadine Perera Principal Planner, Auckland Transport*

Overall Summary:

The project site with road frontage to Ara Weiti Road, Redvale is located between the urbanised North Shore and the urban extent of the Hibiscus Coast. It lies outside the Rural Urban Boundary (RUB) of the Auckland Unitary Plan (AUP). The majority of the site is zoned Rural and Coastal Settlement zone with areas around the sites southern, eastern, and western extremities zoned Rural Conservation zone. The site is predominately steep falling over 40m with two valleys (one on either side of the property) falling towards the road from the south-west. The AUP depicts each of these valleys and the adjoining Ara Weiti Road as containing various coalescing overland flow paths and flood plains (wetlands) which drain to Karapiro Bay. To the west of the site lies the Penlink Road designation running towards the north-east from State Highway 1 (SH1) being the northern motorway, across East Coast Road, through Stillwater and across to Whangaparaoa Road.

The AUP identifies the site as being located within the Weiti Precinct. The Precinct is an important landscape area and contributes to achieving the maintenance of a greenbelt. The purpose of the Precinct is to provide for an intensive village settlement while protecting the greenbelt and open space character of the area. Consequently, land on the site zoned Rural and Coastal Settlement zone is located within Weiti Sub Precinct B with the Rural Conservation zone land located within the lower density Weiti Sub Precinct C.

The Precinct provisions are extremely restrictive and limit development in the wider Sub Precinct Area B to 400 dwellings in total. Additional dwellings beyond this point are a prohibited activity and therefore not provided for. Specified commercial land uses are also restricted to retail, restaurants and offices with specific limitations. The precinct plan also restricts subdivision of land to create sites for dwellings, consented conservation, heritage and education facilities, network utilities, public open space and visitor accommodation only. Subdivision not otherwise provided for is deemed a prohibited activity.

The project is to subdivide approximately 33.5 hectares of land to create 220 residential lots, one 4-hectare balance lot (intended for a retirement village defined in the AUP as an integrated residential development), one lot intended for future commercial use, and the construction and operation of a community centre/Whare Manaaki. The project involves construction of roads and three-waters infrastructure, stream-works, ecological restoration, and creation of open space and reserves. The project also includes construction of offsite public facilities requiring third party approvals including a

cleaning station, public seating and toilets, a beach dune boardwalk, artwork and information boards along a coastal walkway.

The subdivision of land for dwellings is provided for under the AUP Subdivision and Precinct provisions. The Precinct provisions although providing for business uses including retail, offices and restaurants does not specifically provide for subdivision of such uses. The Precinct provisions also do not provide for the retirement village as a landuse or for subdivision of land for this purpose. Given the restrictive provisions of the precinct and the need to apply all AUP rules to any given proposal, with the most restrictive taking precedence, Auckland Transport considers the business and retirement village components of the proposal prohibited activities.

The information provided by the applicant and available for review provides initial commentary on the application but does not adequately consider:

- The prohibited activity status of subdivision of land for business and retirement village purposes under the AUP Weiti Precinct Rules.
- The effect of the project involving construction of offsite public facilities on the efficient operation of the transport network (existing and proposed) including; intersection treatments, bus stop locations, multi modal use and provision for active modes along the Ara Weiti Road frontage and within the proposed subdivision, and construction traffic.
- The protection of the existing and proposed transport network given the proposed development is occurring on a site, and accessed via the adjacent Ara Weiti Road, both of which are traversed by various coalescing overland flow paths and flood plains.

For the reasons above Auckland Transport does not currently have enough information to assess the effects of the Project and given the prohibited activity status applying to the business and retirement village subdivision components considers it appropriate for the Project to proceed through a private plan change, rather than through the Covid Recovery Act.

Auckland Transport requests that, should those components of the proposal not considered prohibited activities involving works necessary to create sites for dwellings, the subdivision of these dwelling sites together with the construction of offsite public facilities, be accepted for fast-track consenting, the full application material include an Integrated Transport Assessment (ITA). The main objective of an ITA is to ensure that the potential adverse transport effects of a development proposal are well considered and addressed with particular consideration of accessibility to and from the development as well as of safety and efficiency effects. Such an assessment also needs to consider the impacts of the proposal in the context of future indicative roading networks.

The assessment should ensure that any potential adverse transport effects of the development have been effectively avoided, remedied or mitigated. This is reinforced by the Regional Policy Statement (RPS) of the AUP. For instance, B3.3.2(5)(f) of the RPS requires activities adjacent to transport infrastructure avoid, remedy or mitigate effects which may compromise the efficient and safe operation of such infrastructure.

Auckland Transport requests the following matters form part of the requested ITA:

- Whether the Project meets the relevant objectives and policies of the AUP as they relate to transport.
- An assessment of potential adverse safety effects on the surrounding transport network and how these effects will be avoided, remedied or mitigated.
- An assessment of potential (including cumulative) adverse effects on the efficient operation of the surrounding transport network and how these effects will be avoided, remedied or mitigated. There should be particular emphasis on key intersections, including (but not limited

to) the proposed collector road with Ara Weiti Road and the impact of proposed offsite public facilities.

- Whether the proposed roading network to vest including cycle and pedestrian paths and linkages within and across the site is consistent with the relevant transport standards of the Auckland Code of Practice for Land Development and Subdivision - Chapter 3 Transport (and relevant chapters of the Auckland Transport 'Urban street and Road Design Guide'), the Code of Practice standards should take precedence. Emphasis should be given to:
 - a) Ara Weiti Road being brought up to full urban standard with protected cycleway where it adjoins the site.
 - b) Provision of a safe pair of bus stops on Ara Weiti Road with shelters and foot paths through to the proposed collector road with safe pedestrian crossing facilities near the collector road.
 - c) The collector roads need to be designed enabling bus stops to be readily established on the road reserve in the future. Potential bus stop locations should be indicated on the collector roads.

- An assessment of street design including the design philosophy for all new roads supporting the spatial allocation for each mode and outlining how the design appropriately and safely provides for all transport users.
- An assessment of effects for any other reason for consent under Chapter E26 Infrastructure and Chapter E27 Transport of the AUP.
- An assessment identifying the protection mechanisms to be utilised to safeguard the existing and proposed transport networks given the project's location on a site, and accessed via the adjacent Ara Weiti Road, both of which are traversed by various coalescing overland flow paths and flood plains.
- A comprehensive storm water management plan (SMP) specifying the stormwater management requirements and outcomes, an options assessment of stormwater management options demonstrating the proposed stormwater management strategy will result in the best practicable option, and a flood hazard assessment demonstrating that the Project meets Auckland Council and Auckland Transport's requirements set out in chapter E36 (Natural Hazards and flooding) of the AUP.
- A Draft Construction Traffic Management Plan (CTMP) covering an assessment of effects on construction traffic (including measures to maintain safe and efficient operation for all road users), the construction period and associated earthworks.

Given the need to review any potential adverse effects on the transport network, Auckland Transport requests that any referral order for this project requires the Expert Consenting Panel to include Auckland Transport as a person who is to be invited to comment on the project.

Healthy Waters Asset Owner Response

From: *Lakshmi Nair, Principal Specialist- Development, Healthy Waters & Kedan Li Catchment Planning Engineer, Healthy Waters*

Overall Summary:

A Stormwater Management Plan (SMP) would normally be required through NDC Schedule 4 to ensure that the proposed stormwater management for the development is integrated and aligned with the wider catchment objectives and issues. The SMP would specifically identify the proposed

stormwater management approaches for stormwater quality and quantity at a sub-catchment level based on the topography and at a minimum what assets/approaches will be implemented via private and/or public interventions. The applicant has listed the general principles that would be included in a SMP with their application, and Healthy Waters have reviewed the following documents in preparing this summary.

- *Memorandum – Covid-19 Fast Track Consent Referral – Civil Infrastructure*

The proposed development is classified as a 'Greenfields' development under Schedule 4 of the Stormwater Network Discharge Consent (NDC). There is no public stormwater reticulation available near the site for connection. Accordingly, a Stormwater Management Plan shall be required to support the application for the stormwater discharge into the receiving environment at the resource consent stage.

The above memo by Woods provides a summary of the stormwater management methods to meet the NDC Schedule 4 requirements, which shall be provided in detail in the Stormwater Management Plan. However, the memo is lacking on providing information on Stormwater Management within the proposed Retirement Village, no information is available in how the network or water quality devices and other stormwater management approach would be integrated with rest of stormwater management approach with the subdivision. The risk could be unacceptable level of service on water quality treatment and stream hydrology management.

Water Quality

The water quality treatment for the public roads and JOALS are proposed to be provided by a communal device such as wetland that will also be fitted with a pre-treatment device in accordance with GD01 guidelines. The SMP shall provide in detail the options assessment regarding the feasibility of such a communal device. The runoff from the private lots shall be managed by at source devices

The memo mentions that stormwater treatment not required for roof runoff as inert materials will be used for roofs. Healthy Waters do not consider this as a conforming solution to meet water quality requirements. However, it is also noted that retention/reuse from all impervious areas will be provided which can be offset for the treatment of roof runoff only.

Stream Hydrology

The memo mentions that following stream hydrology mitigation methods will be provided to achieve equivalent hydrology to pre-development (grassed state) levels.

- retention of a minimum of 5mm runoff depth for all impervious areas
- detention (temporary storage) with a drain down period of 24 hours for the difference between the pre-development (grassed state) and post-development runoff volumes from the 95th percentile, 24 hour rainfall event minus the retention volume for all impervious areas.

The details regarding the devices and their selection process to achieve the above targets shall be provided in the Stormwater Management Plan

Flooding and Reticulation

There are currently no piped stormwater networks within the Village 1 development area. The proposed primary and secondary. Network will be designed in accordance with the Auckland Council Stormwater Code of Practice Version 3 with primary stormwater runoff to be conveyed through stormwater networks up to 10-year ARI stormwater events.

It shall be noted that it is required that the primary stormwater runoff to be conveyed through primary stormwater networks up to 10-year ARI stormwater events needs also adapt the climate change factor requirement as per the latest available Stormwater Code of Practice at time of detailed design stage.

Geomaps show that the site is affected by several overland flood paths and streams. The memo has not included any reference to the overland flow path protection/diversion through the development. There is no discussion on riparian margin to be provided along the streams, and also the proposed ownership.

It has also noted the applicant is proposed to discharge the stormwater runoff via existing stormwater assets under Ara Weiti Road, however, there is no discussion or assessment on the culvert capacity. Culvert capacity assessment is required to understand if the increased stormwater runoff would be managed without introducing flood risk on Ara Weiti Road due to culvert overtops. If culvert upgrade is required, it shall be designed under Auckland Transport's culvert design manual due to it would be Auckland Transport's assets. Erosion and scouring protection are also required at the outlet of the culverts.

As the site is very near the coastal outfall, there will be no requirement for any flood attenuation

Asset Ownership

The memo has not clearly defined asset ownership within the application site including both potential stormwater network within the retirement village and the proposed stormwater network/devices within the subdivision.

Additional comments

Increased peak flow due to development may exacerbated the erosion risk within the stream both onsite and the downstream, proper planning and stream protection is required to manage the increased risk.

Watercare Services Ltd Asset Owner Response

From: Ameya Bhiwapurkar, Development Engineer, Watercare Services Ltd.

Overall Summary:

The Weiti Bay Village 1 Development consists of the earthworks and civil works in order to form 220 residential lots, a retirement village and a small commercial centre to support the development.

Watercare's comments on the proposal

There is insufficient infrastructure for water and wastewater networks. The applicant would need to upgrade the systems to accommodate the development:

Water

The construction, operation, maintenance, and management of the water network downstream of the Bulk Supply Point (BSP) sit with the developer. Watercare is only responsible for Water supply up to the BSP. The agreement of Stage 3 covers the development of 1,600 lots in the Weiti Bay development area.

The initial agreement up to Stage 2 was to supply 150 lots. The proposed development in this application will exceed the number of lots to be serviced. Hence, this will trigger the execution of Stage 3, as mentioned in the agreement. This means that the developer will need to construct a new pump station, decommission the old pump station and extend the DN250 Watermain pipe as detailed in the agreement.

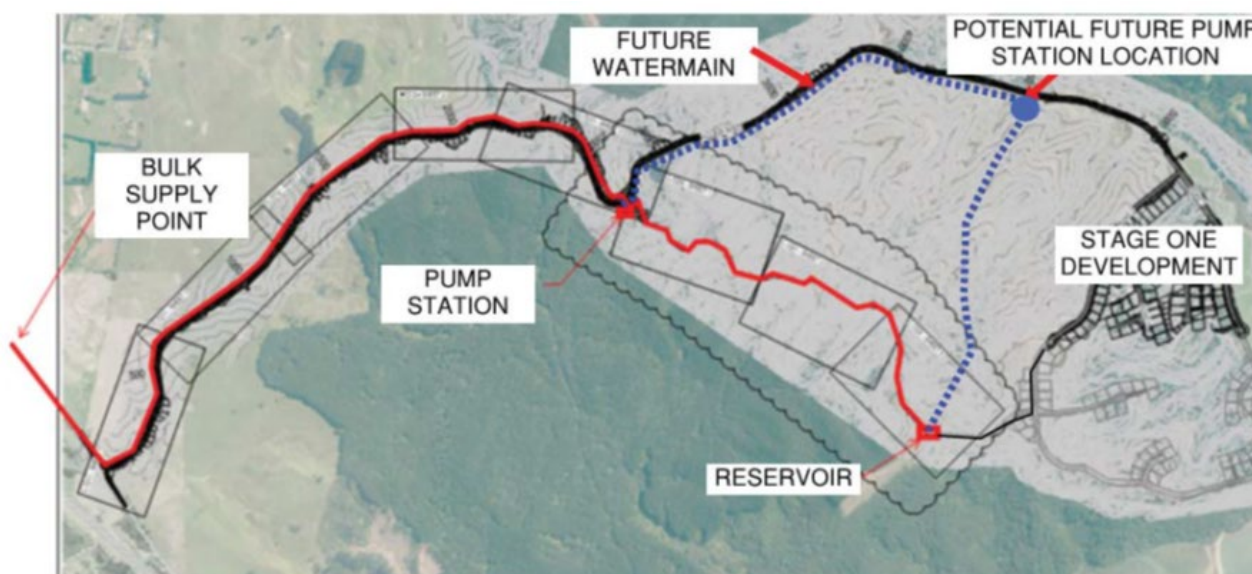


Figure 1: Proposed plan of Water Infrastructure (as per agreement)

Wastewater

Watercare confirms that we are able to support servicing of the proposed Ara Weiti Rd development. Acceptance of this development is contingent on the proposed servicing scheme being able to be designed and delivered fully in accordance with Watercare's Code of Practice for wastewater networks.

The proposal is to pump from the development site via Stillwater to Stanmore pumping station. The developer will be fully responsible for delivering all infrastructure at no cost to Watercare. No capacity is available within the existing infrastructure along this route. The developer will be responsible for getting their flows to Stanmore pumping station and upgrading/constructing the infrastructure as per the agreement with Watercare's servicing needs.

Parks Asset Owner Response

From: *Lea van Heerden, Senior Parks Planner, Parks and Community Facilities*

Overall summary

With specific regard to that which is relevant to this Parks Planning Assessment, the applicant is proposing to:

- Vest 2 pocket parks (691m²) and (1094m²).
- A Community centre together with open space of 31,432m² to be held and managed within private ownership.
- A green link which appears to be three road-to-road accessways and one road-to-reserve access reserve.
- A recreational buffer areas and reserve land with park trails that provides east-west connections from the greenway strip (north south connection) to Ara Weiti Road – which connect to a public walkway to Karepiro Bay to the east of the developments and eventually connects to the Te Araoa Trails.

The provision of open space is only somewhat in line with the precinct plan; however, the applicant has not provided enough information or assessment to demonstrate the following:

- The intent of vesting of public spaces and how it is going to be achieved. There are several portions of land where it is not clear how it will vest and if it meets open space provision policy in order to vest. The applicant is relying on the precinct wording that land should be able to vest within council. The applicant has also incorrectly classified reserves.
- The provision of open spaces has not been adequately demonstrated against The Open Space Provision Policy (OSPP) or the National Policy Statement for Urban Development (NPSUD).
- Specific information has not been provided where it is a requirement of the precinct provisions which I have addressed in specific details below.
- The applicant has not provided an assessment against Auckland Council wide rules where rules have not specifically been addressed under the Precinct Plan. The Applicant's proposed open space layout is inconsistent with council's Open Space Provision Policy 2016 which aims to provide usable and appropriately sized, configured and located open space to deliver usable recreational space (playground, 30m x 30m kick-around area, etc.) for the surrounding community and general public. In light of elaboration below, a neighbourhood park and the consolidation of the pocket parks by linking them to the outcomes implicit in Objective I547.2(9) Adequate and appropriate land for public open space is provided and these areas are treated as integrated features in any sub-precinct B – Village development in the I547 Weiti Precinct. The current proposal does not deliver on this objective by providing a matrix of undersized open spaces with minimal recreational potential within the urbanised area.
- The landscape assessment and the urban design assessment both are more of a high level of detail rather than the detailed landscape plans. Under I547.9. (3)(d) there are special information requirements where the applicant must provide detailed landscape elements –showing the type of landscape treatment to be provided in yards, car park areas, streets and other landscape areas and any artificial lighting to be used in these areas. A landscape management plan must be included providing the identification of plant and tree species to be used, the number of plants to be planted and plant spacings, appropriate garden preparation techniques and the on-going management of the planting that is proposed. The applicant has not provided detailed streetscape or reserve landscaping plans, nor a planting management plans to consider for assessment.
- Based on the precinct plans (I547.10.2) provisions and assessment criteria I547.8.2 (5), 70% of roads next to reserves should enable park edge roads and enable direct accessibility. Contrary to this the applicant is proposing 70% built up areas directly adjacent the reserves reducing and limiting legibility and accessibility to conservation areas.
- The applicant is proposing several community development approvals on existing council owner land, while they consider it not to form part of the application, they refer to these upgrades as a positive effect to the development. Yes, we cannot consider mitigation of third-party developments to offset an effect on this subject site.

Elaboration assessment on points listed above:

1. Measurements of how land will be managed and maintained

The trails are primarily proposed within the north-west and south-east greenspaces which appear to be adjacent a stream where the applicant is proposing planting enhancements. As per the precinct plan provision I547.6.7.6 Provision of public access and public facilities (9) an additional minimum of 20ha of open space recreation areas must be provided for residents in easy walking distance of sub-precinct B. This will include walkways through the enhancement planting area between two parts of sub-precinct B to provide access to open space areas outside of the enhancement planting areas. This applies to Lots 501, 502, 503, 504, 505, 222, and 506.

As per precinct plan provision I547.6.7.7 Funding of Weiti walkway and public facilities (1) The first subdivision application of sub-precinct B must demonstrate to the council that sufficient measures are in place to ensure the walkways and public facilities are maintained by one or more of the following measures: (a) an incorporated society, body corporate, association or other entity or organisation representing Weiti residents and the registered proprietor of the commercial lots, established to maintain the Weiti walkways and public facilities. (b).....etc. While the applicant has made it clear that the community facility with the associated land will be kept and maintained in private ownership, the applicant has not provided sufficient information based on the requirement above.

2. Esplanade Requirements and ambiguity of how land will vest

I547.3. (26) Require the land identified as additional Department of Conservation and council reserves in Wēiti: Precinct plan 1 to be provided to council or the Department of Conservation for public open space at the time of the first subdivision in sub-precinct B - Village. This must be to councils' satisfaction.

Point 1 and the requirements under I54.6.7.7 applies to Lots 501, 502, 503, 504, 505, 222, and 506. However, it appears the applicant is seeking to vest this land with council, but whether the land qualifies to vest, and the intent of investment is not clear. Council cannot accept land without purpose. While the applicant has made it clear that the community facility with the associated land will be kept and maintained in private ownership, the applicant has not provided sufficient information based on the requirement above.

With reference to I547.4. Activity table, the provisions in any relevant overlays, zone and Auckland wide apply in this precinct unless otherwise specified. If the NESPF does not regulate an activity, then the plan rules apply. Neither the precinct plan nor the NESPF addresses the establishments of esplanade reserves. The applicant has not provided an assessment against the wider Auckland Rules to assess.

Based on Council's GIS, the site is subject to two permanent streams located north and south of the subject site. If the land shown as Lots 501-506 that contains streams/flood plains are not held privately as required under the Precinct Plan as described in 1 above, any areas that are required for esplanade reserve for the purposes of conservation and public access under s230 of the RMA and Rule E38.4.1(A8) of the Unitary Plan shall be vested in council for that purpose.

In the case that the streams do not trigger the requirement for esplanade reserve, then those areas that make up Lots 501-506:

- a) The land may be accepted by Healthy Waters as Local Purpose (Drainage) Reserve to vest at no capital cost to council.
- b) Where the land is not accepted by Healthy Waters, an assessment will be carried out for the land to potentially be accepted as an offer of esplanade reserve or land-in-lieu of reserve, at no capital cost, if the following matters are met:
 - i. Land that will establish a significant area of contiguous park or open space that enhances recreation, ecological or landscape values
 - ii. Land required to establish regional or sub-regional recreation connections (walkways, bike trails) identified in an endorsed council plan (e.g. greenways plans, parks and open space network plan)

- iii. Land that connects areas of habitat of significant ecological value
- iv. Land to create local connections that enhance recreation opportunities
- v. Land that connects areas of habitat of representative ecological values

3. Provision of public open space in line with council policies

I547.2. (9) Objectives requires adequate and appropriate land for public open space is provided and these areas are treated as integrated features in any sub-precinct B – Village development. This policy statement requires at 3.5 that Local Authorities must also be satisfied that the additional infrastructure including public open spaces to service the proposed development capacity will be available and in line with community affordability.

Community Centre Location and Community Facilities: The proposed community centre is sited in somewhat isolated position, on/near a floodplain, across the stream and some distance from the residential dwellings and commercial/ mixed use development. This could create CPTED issues (Crime Prevention Through Environmental Design) in time. It is recommended the applicant consider if it will be better for the community if the Community Centre was integrated with the residential areas, the commercial centre or on a centrally located parkland within close walking distance of residents?

I547.6.7.6 sets out the provision of key public facilities on the first subdivision. This application provides the public facilities within the land controlled by Ara Weiti Development Limited as it cannot commit to the provision of public facilities on private land it does not own. This proposal also involves provision of additional public facilities on Council/DoC land which are permitted activities under the AUP.

However, that is only subject to a landowner approval and a Local Board Process whereby the Local Board agrees to taking on the assets.

Play Provisions: The applicant talks about providing these community facilities yet is not clear exactly what the facilities entail. Our Parks Play Strategic Assessment document considers the network provision across individual Local Board areas. The current Hibiscus and Bays Strategic Assessment shows that the nearest playgrounds are at Okura and Silverdale. Okura Reserve has a 'community play space' and Stillwater has a 'neighbourhood play space'. Both have been designed to cater for their local communities and do not offer the scale or play experience which would attract visitors from any more than a few kilometres away. It is therefore suggested that Weiti Village would need to provide suitable play facilities and experiences to cater for its own future community (toddler, youth, adult) within and as part of its private community facilities. Can the applicant please offer any information on how they will address this meeting the needs of a community from this perspective.

Pocket Parks: The pocket parks appear to be of an insufficient size, configuration and location to provide quality public open space for residents. It does not meet the open space provision policy. The pocket park at Block E appears to primarily function as outlook space for the private residents and appear to be privatised. The pocket park at block H is an awkward shape if you were to try and throw a frisbee or kick a ball on it. Although the 'Rural & Coastal Settlement' zoning does not specifically require a 3000 m² 'neighbourhood park', the way that the applicant is proposing to lay out the village appears to be toward the higher density end of the spectrum, more aligned with a regular residential zone. It is recommended that the proposed development contains an indicative location for a 3000m² neighbourhood park to be centrally located within the development site. This would ensure open space provision for sub-precinct B as per Council's open space provision policy. This would provide for space for play for the future residents of sub-precinct B. This could be in the location of Lot 606 with the addition of extra land to make up 3000m².

The proposed park must be identified on the scheme plan and labelled with the total area and shown as land in lieu of reserve. This must be demonstrated on the scheme plan.

The OSPP identifies preferences (Parks Edge Roads, Square in Shape, Flat Topography, 30m x 30m kickaround area, area for play and landscaping). It would be recommended to remove the pocket parks and consolidate these into a single neighbourhood park as described above.

The political approval process is for the proposed acquisition to be reported to the local board for approval within funding agreed with the Governing Body. Any areas to be vested in council at no cost will also require political approval to accept the land and including any assets proposed to be vested on the land.

Once the political decision is made and the acquisition is approved, the normal procedure for acquiring neighbourhood park land is to enter into an unconditional sale and purchase agreement at the market value prevailing at that time.

4. Green link:

The proposed greenway through the development in a N-S axis does a reasonable job of connecting the proposed foot tracks that are included in the planted conservation areas surrounding the village. However, the applicant has not demonstrated on their schedule table that Lots 602-605 will all vest as recreation reserve. This is incorrect and does not meet the open space provision policy. Three of the greenway links (Lot 602-Lot604) appear to be road-to-road accessways that will vest in AT. The green link that connects to the reserve (Lot 605) can either take on the same purpose as the reserve it connects to, i.e esplanade reserve or drainage reserve or can vest as Local Purpose (access) Reserve.

The applicant needs to correct the reserve classifications through both further assessment and annotate it correctly on the scheme plans for Council to consider taking it on as assets.

5. Obtaining Landowner Approval

I have taken note of the following within the application document 114.01, p4 of relevance to assets proposed on council owned land:

“In addition, the following off site enhancements are proposed. These occur on Crown and Council public land. They will be funded and developed as part of this development, although they are not part of the application. They need landowner consent (expected to be given) but are a permitted activity. These off-site public amenity enhancements comprise:

Construction of a new 400-500m long boardwalk and walking track along the western side of Karepiro Beach on Council/DOC land.

Enhancement planting and fencing to protect endangered bird resting areas at Karepiro Bay.

Working with Te Kawerau ā Maki and Ngāti Manuhiri to identify the cultural history and stories of this place including Karepiro Bay. and through public art and interpretation panels to show the story of mana whenua, the historical and archaeological narrative, the ecology, and the conservation values of the area along the 7.6km walkway from Okura Bush through to Karepiro Bay and Silverdale.

Interpretations would be predominantly located at Karepiro Beach and D'Acre Cottage but with signage and other interpretive information at the Stillwater entrance and southern Haighs Access Road entrance. Collectively, the interpretation and sculpture elements will constitute a major outdoor cultural and conservation facility of regional significance.

Construction of new toilet facilities and rest areas at Karepiro Beach.

Creation of enhanced entrance facilities at Okura Bush walkway at the southern Okura Haighs Access Road entrance (shoe cleaning, toilets, rest area).

Creation of enhanced entrance facilities at Okura Bush walkway at the northern Stillwater entrance (shoe cleaning, toilet, rest area)

The Plan set by Boffa Miskell in Attachment B includes plans showing the new facilities that will be provided as part of this application. There are two plans. The first shows the existing facilities. The second shows the additional items provided as part of this development. These facilities are being provided separately to this application. No consents are needed or sought as part of the FCTA process. Land owner consents from Auckland Council and DOC are necessary. These are being

worked through separately.”

From a landowner perspective the following matters were raised for the off-site enhancements:

Offsite enhancements:

- The boardwalk will need far more than an LOA. It'll need an easement or minimum lease/licence as well as any LOA.
- Fencing and planting might not be an issue unless it prevents access or doesn't align with the purpose the land is held for.
- A major outdoor cultural and conservation facility on council or doc land is going to need more than an LOA – interpretive signage isn't generally an issue by way of LOA however.
- Toilet facilities etc – needs council consent and permission to easement and occupancy agreements – i.e licences or management agreements with P&CF (operations) – unless the construction is on public land and the asset is handed to council for ownership and maintenance (which needs to be costed and accepted by council).
- Enhanced entrances to existing access points – as above any structures or furniture buildings etc will need a range of permissions OR be council assets.
- An alternative might be that if the existing facilities are up for renewal there's a joint council approach.

Local board comments

From Sam Mills (Hibiscus and Bays Local Board Member) & Julia Parfitt (Hibiscus and Bays LB Deputy Chair)

Overall summary

Our comments at this initial stage are restricted with reference to the COVID-19 Recovery (Fast-track) Consenting Act 2020 (“FTCA”) with particular attention given to section 19 regarding the purpose of the Act and the specific questions on the application raised by the Fast-track Consenting Team in the letter dated 20 February 2023 addressed to the CEO of Auckland Council.

There is no doubt that this application if dealt with under the FTCA would result in economic, housing supply, and employment benefits, but equally the question must be asked by the Minister whether allowing the referral of this application would improve environmental outcomes as noted by section 19(v) of the FTCA given the nature of the site for the proposed development which will be expanded upon if this application is referred.

With regards to question 1 on the letter dated 20 February 2023, whether there are reasons that we consider it more appropriate for the project to proceed through existing Resource Management Act 1991 consenting processes rather than the process in the FTCA we submit on behalf of our community that there is, this was demonstrated in relation to the very useful public attention given to application number R-60831 and related applications with regards to the resultant conditions attached to the granted consents which furthered the protection of the sensitive marine environment, fauna and flora relevant to this request. We respectfully submit that this application would benefit with the public scrutiny afforded by the Resource Management Act 1991 consenting process, public scrutiny that would not be afforded under the FTCA.

For the above reasons we oppose the application being referred to an Expert Consenting Panel and submit that it should follow relevant process under the Resource Management Act 1991, if the application is referred to an Expert Panel we look forward to providing feedback on any resultant substantive application.

Having reviewed Council's Asset Owners and Plan & Place's comments, Local Board considers that that red flags raised by the various departments of council mean this application should not be progressed through the fast track process.

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for persons requested by the Minister for the Environment to provide comments on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Organisation providing comment	Auckland Transport
Contact person (if follow-up is required)	Nadine Perera, Principal Planner
	s 9(2)(a)
	s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	ARA Weiti Village 1
General comment	<p>Thank you for the opportunity to provide comment on the proposal to subdivide approximately 33.5 hectares of land to create 220 residential lots, one 4-hectare balance lot (intended for a retirement village defined in the Auckland Unitary Plan (AUP) as an integrated residential development), one lot intended for future commercial use, and the construction and operation of a community centre/Whare Manaaki. The project involves construction of roads and three-waters infrastructure, stream-works, ecological restoration, and creation of open space and reserves. The project also includes construction of offsite public facilities requiring third party approvals including a cleaning station, public seating and toilets, a beach dune boardwalk, artwork and information boards along a coastal walkway.</p> <p>The project site with road frontage to Ara Weiti Road, Redvale is located between the urbanised North Shore and the urban extent of the Hibiscus Coast. It lies outside the Rural Urban Boundary (RUB) of the AUP. The majority of the site is zoned Rural and Coastal Settlement zone with areas around the sites southern, eastern, and western extremities zoned Rural Conservation zone. The site is predominately steep falling over 40m with two valleys (one on either side of the property) falling towards the road from the south-west. The AUP depicts each of these valleys and the adjoining Ara Weiti Road as containing various coalescing overland flow paths and flood plains (wetlands) which drain to Karapiro Bay. To the west of the site lies the Penlink road designation running towards the north-east from State Highway 1 (SH1) being the northern motorway, across East Coast Road, through Stillwater and across to Whangaparaoa Road.</p> <p>The AUP identifies the site as being located within the Weiti Precinct and lies within the Weiti stormwater catchment. The Weiti catchment drains into the Hauraki Gulf Marine Reserve. The AUP states that the "Precinct is an important landscape area and contributes to achieving the maintenance of a greenbelt". The "purpose of the Precinct is to provide for an intensive village settlement while protecting the greenbelt and open space character of the area." Consequently, land on the site zoned Rural and Coastal Settlement zone is located within Weiti Sub Precinct B with the Rural Conservation zone land located within the lower density Weiti Sub Precinct C.</p> <p>Given the above, the Precinct provisions are extremely restrictive and limit development in the wider Sub Precinct Area B to 400 dwellings in total. Additional dwellings beyond this point are a prohibited activity and therefore not provided for. Specified commercial land uses are also restricted to retail, restaurants and offices with specific limitations. The precinct plan also restricts subdivision of land to create sites for dwellings, consented conservation, heritage and education facilities, network</p>

utilities, public open space and visitor accommodation only. Subdivision not otherwise provided for is deemed a prohibited activity pursuant to rule I547.4.1(A32).

The subdivision of land for dwellings is provided for under the AUP Subdivision and Precinct provisions. The Precinct provisions although providing for business uses including retail, offices and restaurants do not specifically provide for subdivision of such landuses. The Precinct provisions also do not provide for the retirement village as a landuse or for subdivision of land for this purpose. Given the restrictive provisions of the precinct and the need to apply all AUP rules to any given proposal, with the most restrictive rule I547.4.1(A32) taking precedence, Auckland Transport considers the business and retirement village components of the proposal prohibited activities.

The project information submitted does not adequately consider the impacts of the development proposal on the transport network and has the potential to severely compromise the efficient and safe operation of transport infrastructure. In this regard initial commentary on the application does not adequately consider:

- The prohibited activity status of subdivision of land for business and retirement village purposes under the AUP Weiti Precinct Rules.
- The effect of the Project involving construction of offsite public facilities on the efficient operation of the transport network (existing and proposed) including; intersection treatments, bus stop locations, multi modal use and provision for active modes along the Ara Weiti Road frontage and within the proposed subdivision, and construction traffic.
- The protection of the existing and proposed transport network given the proposed development is occurring on a site, and accessed via the adjacent Ara Weiti Road, both of which are traversed by various coalescing overland flow paths and flood plains.

For the reasons above Auckland Transport does not currently have enough information to assess the effects of the Project and given the potential for a prohibited activity status applying to the business and retirement village subdivision components considers it appropriate for the Project to proceed through a private plan change, rather than through the Covid Recovery Act.

Auckland Transport requests that, should those components of the proposal involving works necessary to create sites for dwellings, the subdivision of these dwelling sites together with the construction of offsite public facilities, that are not considered prohibited activities be accepted for fast-track consenting, the full application material include an Integrated Transport Assessment (ITA). Accordingly, the requirement for an ITA is requested to be formally stated in the referral order to accompany any resource consent application for the Project lodged with the Environmental Protection Authority.

The main objective of an ITA is to ensure that the potential adverse transport effects of a development proposal are well considered and addressed with particular consideration of accessibility to and from the development as well as safety and efficiency effects. Such an assessment also needs to consider the impacts of the proposal in the context of future indicative roading networks. If it is deemed that the remaining elements are not prohibited activities and are accepted for fast-track consenting, the ITA request must capture such matters.

The assessment should ensure that any potential adverse transport effects of the development have been effectively avoided, remedied or mitigated. This is reinforced by the Regional Policy Statement (RPS) of the AUP. For instance, B3.3.2(5)(f) of the RPS requires activities adjacent to transport infrastructure avoid, remedy or mitigate effects which may compromise the efficient and safe operation of such infrastructure.

Auckland Transport requests the following matters form part of the requested ITA:

- Whether the Project meets the relevant objectives and policies of the AUP as they relate to transport.
- An assessment of potential adverse safety effects on the surrounding transport network and how these effects will be avoided, remedied or mitigated.
- An assessment of potential (including cumulative) adverse effects on the efficient operation of the surrounding transport network and how these effects will be avoided, remedied or mitigated. There should be particular emphasis on key intersections, including (but not limited to) the proposed collector road with Ara Weiti Road and the impact of proposed offsite public facilities. Auckland Transport is the council-controlled organisation responsible for the management of the road corridor. Where proposed offsite facilities are to be located on, over,

	<p>or under a legal road, AT approval to an encroachment licence is required under S357(1) of the Local Government Act 1974.</p> <ul style="list-style-type: none"> • Whether the proposed roading network to vest including cycle and pedestrian paths and linkages within and across the site is consistent with the relevant transport standards of the Auckland Code of Practice for Land Development and Subdivision - Chapter 3 Transport (and relevant chapters of the Auckland Transport 'Urban street and Road Design Guide'), the Code of Practice standards should take precedence. Emphasis should be given to: <ul style="list-style-type: none"> • Ara Weiti Road being brought up to full urban standard with protected cycleway where it adjoins the site. • Provision of a safe pair of bus stops on Ara Weiti Road with shelters and foot paths through to the proposed collector road with safe pedestrian crossing facilities near the collector road. • The collector road needs to be designed enabling bus stops to be readily established on the road reserve. Bus stop locations should be indicated on the collector road for construction at the time of development. • An assessment of street design including the design philosophy for all new roads supporting the spatial allocation for each mode and outlining how the design appropriately and safely provides for all transport users. • An assessment of effects for any other reason for consent under Chapter E26 Infrastructure and Chapter E27 Transport of the AUP. • An assessment identifying the protection mechanisms to be utilised to safeguard the existing and proposed transport networks given the Project's location on a site, and accessed via the adjacent Ara Weiti Road, both of which are traversed by various coalescing overland flow paths and flood plains. • A comprehensive stormwater management plan (SMP) specifying the stormwater management requirements and outcomes, an options assessment of stormwater management options demonstrating how the proposed stormwater management strategy will result in the best practicable option, and a flood hazard assessment demonstrating that the Project meets Auckland Council and Auckland Transport's requirements set out in chapter E36 (Natural Hazards and flooding) of the AUP. • A Draft Construction Traffic Management Plan (CTMP) covering an assessment of effects on construction traffic (including measures to maintain safe and efficient operation for all road users), the construction period and associated earthworks. <p>Given the need to review any potential adverse effects on the transport network, Auckland Transport requests that any referral order specifically identifies Auckland Transport as a party which the Expert Consenting Panel must invite comments from.</p>
Other considerations	Click or tap here to provide any information you consider relevant to the Minister's decision on whether to refer the project to an expert consenting panel.
[Insert specific requests for comment]	Click or tap here to insert responses to any specific matters the Minister is seeking your views on.

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for persons requested by the Minister for the Environment to provide comments on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Organisation providing comment	Watercare Services Ltd.
Contact person (if follow-up is required)	Shane Lawton, Head of Developer Services, s 9(2)(a) [REDACTED]
	Mark Iszard, Head of Major Developments, s 9(2)(a) [REDACTED]
	Ameya Bhiwapurkar, Development Engineer, s 9(2)(a) [REDACTED]

Comment form

Please use the table below to comment on the application.

Project name	Ara Weiti Village 1
General comment	<p>Overall Summary:</p> <p>The Weiti Bay Village 1 Development consists of the earthworks and civil works in order to form 220 residential lots, a retirement village and a small commercial centre to support the development.</p> <p>Watercare's comments on the proposal</p> <p>Water</p> <p>The construction, operation, maintenance, and management of the water network downstream of the Bulk Supply Point (BSP) sit with the developer. Watercare is only responsible for Water supply up to the BSP. The agreement of Stage 3 covers the development of 1,600 lots in the Weiti Bay development area. The initial agreement up to Stage 2 was to supply 150 lots. The proposed development in this application will exceed the number of lots to be serviced. Hence, this will trigger the execution of Stage 3, as mentioned in the agreement. This means that the developer will need to construct a new pump station, decommission the old pump station and extend the DN250 Watermain pipe as detailed in the agreement.</p>

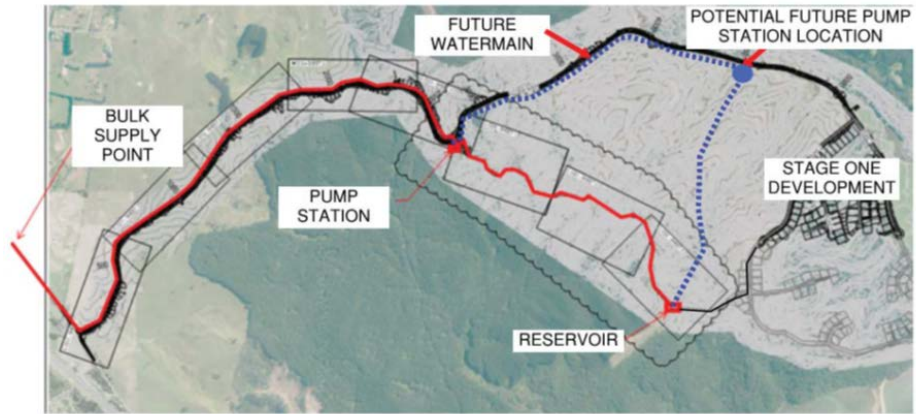


Figure 1: Proposed plan of Water Infrastructure (as per agreement)

Wastewater

Watercare confirms that we are able to support servicing of the proposed Ara Weiti Rd development. Acceptance of this development is contingent on the proposed servicing scheme being able to be designed and delivered fully in accordance with Watercare's Code of Practice for wastewater networks.

The proposal is to pump from the development site via Stillwater to Stanmore pumping station. The developer will be fully responsible for delivering all infrastructure at no cost to Watercare. No capacity is available within the existing infrastructure along this route. The developer will be responsible for getting their flows to Stanmore pumping station and upgrading/constructing the infrastructure as per the agreement with Watercare's servicing needs.

Other considerations	
[Insert specific requests for comment]	

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.