

The Minister for the Environment
c/o Environmental Protection Authority
Private Bag 63002
Waterloo Quay
Wellington 6140

3 June 2021

Dear Minister Parker,

RE: COVID-19 Recovery (Fast-Track Consenting Act 2020 – Scott Road Development – Comments Sought

We are responding to your invitation for comments on an application before you for referral to the Expert Panel under the COVID-19 Response (Fast Track Consenting) Act 2020.

The application is made by Aedifice Development Limited and is located at 4 Scott Road, Hobsonville (Lot 1 DP 71841).

Having reviewed the application material provided, we can advise that Auckland Council is supportive of residential development of the site however concerns have been expressed by various specialists. The fundamental concerns are in relation to the intensity of development, capacity of the current water supply network, coastal hazards, potential loss of a natural wetland and effects on heritage features. Subject to these concerns being addressed and further detailed information provided as noted in the various comments from specialists, residential development of the site is consistent with the intention of the provisions of the Auckland Unitary Plan (Operative in Part). A summary of Council's collective response can be found in **Enclosure A**.

In response to the information requirements stated in your letter dated 25 May 2021:

1. *Are there any reasons that you consider it more appropriate for these projects, or part of these projects, to proceed through the existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?*

Provided that Auckland Council is given an opportunity to provide input into the vesting of assets, particularly the reserve land to ensure that coastal hazards are addressed, and the reserve is fit for purpose now and in the future without resulting in unnecessary financial burden, then there is no reason for the project to proceed through the existing RMA process.

2. *Do you believe that the applications will result in any adverse effects which could be considered significant?*

It is felt that the proposal in its current form has the potential to generate adverse effects however these are not considered to be 'significant'. A number of concerns have been raised by council specialists and which are outlined in more detail within **Enclosure A** and **Enclosure B**. The concerns raised are not considered insurmountable and can be resolved through design revisions and/or the provision of more detailed assessments.

3. *Does the Council have any specific comments on implementation of the National Policy Statement on Urban Development 2020 as it relates to these sites?*

The NPSUD is directed more at the regional and district plan making process to ensure that there is sufficient supplies of land and infrastructure for housing and business development, rather than at the resource consent process.

Policy 1 of the NPSUD is somewhat relevant in that it seeks planning decisions that enable a variety of homes that meet the needs of the location and have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, by way of public or active transport.

Given that the proposed residential development is on land zoned for residential use and is in a location that can be supported by public transport networks, is close to public amenities and areas of open space, it is considered to be consistent with providing housing in an appropriate location. This is however subject to good overall urban design outcomes being achieved.

4. *What reports and assessments would normally be required by the council for projects of this nature in these areas?*

Taking into account the zoning of the site, the site constraints, and the level of development proposed, generally the following reports and assessments would be required:

- Detailed plans, including scheme plans, and staging plans if required.
- Urban Design Assessment
- Arborist Report
- Landscape Assessment
- Geotechnical Report
- Coastal Hazard Assessment
- Traffic Impact Assessment
- Heritage Assessment – including archaeology and built heritage
- Ecology Report
- Erosion and Sediment Control Plans
- Preliminary Site Investigation and potentially a Detailed Site Investigation
- Flooding Assessment
- Stormwater Management Plan and details demonstrating compliance with the conditions of the relevant regional network discharge consent.
- Evidence of engagement with mana whenua
- Details on infrastructure provisions and evidence to demonstrate that the development can be serviced via the wastewater and water public networks.

The comments by Auckland Council specialists and Asset Owners as attached to **Enclosure B** also outline specific information requirements based on a review of the preliminary application details.

5. *Do the applicants, or a company owned by the applicants, have any environmental regulatory compliance history in your region?*

A search of the council records has not identified any environmental regulatory compliance history associated with Aedifice Development Limited within the Auckland region.

Yours sincerely,



Ian Smallburn
General Manager – Resource Consents
Auckland Council

Enclosed:

Enclosure A: Summary of Auckland Council collective response – 4 Scott Road

Enclosure B: Comments from Auckland Council Specialists and Asset Owners

Enclosure C: Initial comments from Councillors and IMSB – 4 Scott Road

Enclosure A: Summary of Auckland Council collective response – 4 Scott Road

• **Planning**

The site is subject to the following zones – Residential Mixed Housing Urban (MHU), Residential Single House (SHZ), Residential Mixed Housing Suburban (MHS) and the General Coastal Marine Zone. In addition, the site is located within the Scott Point precinct and is subject to natural resources, and heritage overlays, controls and a Ministry of Defence designation.

Each of the residential zones across the site differ in terms of their intensity of development, with the MHU zone enabling the greatest level of intensity and the SHZ the lowest intensity. In addition to these zones, residential development of the site also needs to be considered in the context of the Scott Point precinct which provides for comprehensive and integrated development with a range of housing typologies and varying levels of intensity, along with a level of 'affordable' housing.

In terms of the pattern of development proposed the housing densities are generally reflective of the residential zones that span the site – apartment blocks being proposed along the Scott Road frontage keeping with the general intent of the Mixed Housing Urban Zone, and terraced housing within the centre of the site in the Mixed Housing Suburban Zone. However, the dwellings proposed adjoining the reserve area appear to be somewhat of a continuation of the Mixed Housing Suburban zone in terms of design and intensity. Further consideration should be given to the design and layout in this area of the development, or a comprehensive assessment provided to demonstrate the appropriateness of sites this size in the context of the Single House zone, and the mix of housing sought within the Scott Point precinct.

• **Auckland Transport**

Mitigation measures and consent conditions will be required to ensure the transport effects from the Project are appropriately avoided, remedied or mitigated. Specific concerns include:

- Designing roads within the development to have design speed of 30km/hr.
- Limiting the number of vehicular intersections with Scott Road to one only.
- Design requirements for the intersections within the development and also regarding the layout of the streets and walking and cycling infrastructure.
- Increased traffic generation on the Scott Road/Ngaroma House/Clark Road Intersection
- Upgrading the Scott Road frontage of the site to include kerb and channel, berms, footpath and separated cycle path.
- Ability for waste servicing vehicles to turn around.
- Stormwater devices within the road reserve.
- A bus stop, including bus shelter will need to be installed on Scott Road.

- **Healthy Waters**

There is an existing regional stormwater network discharge permit and it is believed that it is the intention of the applicant to have the stormwater discharges from the site authorised under this consent. It is believed that this would be a suitable pathway to ensure that the development provides an integrated stormwater management solution as required by the Scott Point precinct rules.

- **Watercare Services Limited**

In terms of water supply there are constraints identified in the current water supply network, and without network improvements, there is not sufficient capacity to supply this development.

Regarding wastewater, the preferred option for servicing the site is a new wastewater pumpstation at the site with rising main to connect into the existing network. The pump station will need to have capacity to service the development and to be fully funded by the developer.

- **Urban Design**

The proposal does not achieve the built form character, or the level of residential amenity anticipated for the location given the underlying zonings. The site is subject to split zoning with different outcomes for each zone. The proposed development should provide for a gradation of development intensity and density downwards from Scott Road towards the coastal edge.

- **Landscape Architect**

It is considered that the proposal could adversely impact on the natural character values of the coastal environment, as well as result in poor street interfaces as a result of the continuous terrace typology used throughout the site, which does not appear to respond to the changes in character, as both anticipated by the plan given the underlying zonings, or as seen within the landscape (e.g., coastal edge, site, existing residential neighbourhood).

While an increased intensity is afforded for development within the Scott Point Precinct (e.g., sites zoned MHU have a building coverage 75%), the development does not achieve the transition in development intensity, scale and character as anticipated under within the Scott Point Precinct of the AUP (OP).

- **Ecology**

There are two additional areas of wetland on the site that have not been considered natural wetlands within the preliminary assessment by the applicant. Based on historical imagery and topography, these appear to be natural wetlands and will need to be assessed. Notably the potential wetland in the south-west corner of the site is located within the area of earthworks and if considered a natural wetland, the earthworks are a prohibited activity under regulation 53 of the National Environmental Standards: Freshwater.

In addition to the further assessment of potential wetlands, the development should also ensure that baseflows to all streams are maintained, and replacement planting is recommended in the margins of wetlands, streams and saltmarshes upon removal of pest plants.

- **Heritage**

The site has heritage values, including notable trees, built heritage and archaeological features.

The following heritage or cultural items of significance have been identified on site:

- Clark Pottery and Brickworks/Robert Holland Pottery and Brickworks R11_1508 Heritage Area Overlay (Schedule 14.1 ID 00002)
- Residence, original workers cottage (Schedule 14.1 ID 00139)

Archaeology

The overall layout of the proposal has been designed to primarily avoid the significant scheduled heritage and cultural values of both the Clark/ Holland Pottery and Brickworks (R11_1508) located at the southern extent of the site abutting the Limeburner's Bay coastline (Schedule 14.1 ID 00002) and the original workers cottage (Schedule 14.1 ID 00139).

There are however, three aspects of the proposal which may require work within the Heritage Area Overlay. These are:

- Coastal protection / stabilisation work;
- Recreational infrastructure to provide community access to the CMA enjoyment; and
- Wastewater pipeline for emergency overflows from the new wastewater pumpstation.

The Heritage Unit has outlined requirements for undertaking the identified works within the Heritage Area Overlay, and subject to these requirements being met, along with monitoring of areas of archaeological potential as well as appropriate recording analysis and reporting, the proposal can be supported from an archaeological perspective.

Notable Trees

The site includes 4 notable trees (2 x Oaks and 2 x Norfolk Island Pine). The plans do not show the removal of these trees however lack any detail to make a full assessment or recommendation. Provided that it can be demonstrated and proven through accurate plans and measurements of extent and location, that the proposed development and associated activities (including earthworks) are well beyond the protected root zone of all notable trees and that conditions and control measures are appropriate, the proposal is supported.

Built Heritage

The residence at 4 Scott Road is identified as a B Historic Heritage Place in the AUP(OIP) with the building protected (but not the interior). The proposed drawings generally show that

the new buildings are bulky, without any modulations, and they do not demonstrate any consideration to the traditional domestic scale, material and architecture of the scheduled building. Therefore, the proposal does not achieve the protection of a scheduled historic heritage as sought by the relevant objectives and policies of the AUP(OIP). Based on the information provided it is not possible to assess the proposal confirm that it will ensure the protection of the scheduled significant historic heritage place.

- **Arborist**

The earthworks for development appear to be distanced from the protected root zone of the notable trees, there is scope for longer term damage if the adjacent earthworks result in a change in soil hydrology such as an increase or decrease in overland flow and/or the lowering or raising of the water table. The Applicant needs to address this in their assessment and physically exclude any machine activity from causing damage to the protected rootzone of these trees by way of adequate protection fencing for the duration of the works.

- **Parks**

There is a concern that in going through the fast track process it creates the potential for Auckland Council to inherit parks assets without any opportunity to assess and comment prior to receiving them. There is a risk that the vested assets Council may inherit are not to the same standard or consistent with those assets that go through council processes, resulting in a financial burden. There is also a risk that without proper assessment of the coastal hazards of the site, vested assets Council may inherit are subject to hazards such as sea level rise, without appropriate means of avoidance, or the esplanade will not function to mitigate hazards appropriately.

- **Engineering**

No development engineering concerns raised but a flood report, geotechnical report, stormwater management plan and network capacity assessments will be required.

- **Coastal**

A site-specific coastal erosion hazards assessment is required to understand and to demonstrate that the subdivision has been appropriately planned, and that the width of the proposed esplanade reserve is adequate for the long-term retreat. The applicant needs to demonstrate that the policy directions on avoid, rather than mitigate, have been followed in terms of natural hazard management.

Asset Owner / Specialist Response

From: *Ethan Fu, Snr Development Engineer, Regulatory Engineering North West, Auckland Council*

Date: 27 May 2021

Overall Summary:

Outline your overall view of the proposal, keeping in mind it should be within usual AUP(OP) parameters AND / OR addressing concerns you have as an asset owner.

I have reviewed the documents in the onedrive link that no specific development engineering plans, calculations, or reports have been provided, therefore, my comments would be as same as the comment in the pre-app meeting (PRR00036350), but to emphasize few critical points from development engineering perspective:

- The proposal shall prepare a stormwater management plan to demonstrate the stormwater runoff from the post development will be complying with Scott Point SMP.
- The stormwater management plan shall be reviewed by Healthy Waters Team in Auckland Council. The template of the stormwater management plan and Schedule 4 – Regional Stormwater Network Discharge consent had been provided to the applicant for preparing the SMP as advised in the pre-app meeting.
- The Geotechnical Investigation Report (GIR) shall be reviewed by the Auckland Council's Geotechnical Specialist as per E36 of AUP-OP to ensure the proposal will be geohazard free with recommendations in the GIR.
- The wastewater and water supply capacity and network layout will be reviewed by Watercare Service Ltd.
- Flood Assessment Report (FAR) shall be prepared as per E36 of AUP-OP to ensure the proposal will be flood hazard free with recommendations in the FAR.

State if any important information is missing, and if so how this may affect your considerations.

N.A

Asset Owner / Specialist Response

From: Mark Iszard, Growth and Development Manager, Healthy Waters

Date: 28 May 2021

Overall Summary:

The proposed development sits within the Scott Point Special Housing Precinct that was developed under the Housing Accord and Special Housing Act (HASHA) 2013.

The precinct has a number of specific objectives and policies associated with stormwater management that are reflected in the development of the Scott Point Stormwater Management Plan that was used to obtain a stormwater discharge consent (REG-2014 -2144) for the precinct including 4 Scott Road.

This discharge consent is proposed to be adopted by Auckland Council as part of it's new Regional Stormwater Network Discharge Consent (DIS60069613).

<http://www.aucklanddesignmanual.co.nz/regulations/technical-guidance/ndc/guidance/authorisation#/regulations/technical-guidance/ndc/guidance/general-information>

We believe it is the intention of the applicant to have the stormwater discharges from this site to be authorised under the Scott Point stormwater discharge consent.

While no further details have been provided, we believe that this would be a suitable pathway to ensure that the development provided an integrated stormwater management solution as required by the Scott Point precinct rules.

The process for sites to be considered and authorised under this network discharge consent are available on the Auckland Design Manual website and we are currently engaged with the same developer in this process over a different c19 Fast Track application (Nola Estate).

We note that the applicant has proposed to connect an untreated wastewater discharge into an existing public stormwater network. This proposal would require the approval and agreement of both Healthy Waters (as the SW network utility operator) and Watercare Services Limited as the likely Network Utility Operator of the network that would discharge into the SW network. This is a matter that are to be considered outside of the c19 process using the existing processes and agreements between the 2 utilities.

Asset Owner / Specialist Response

From: Nagaraj Prabhakara, Traffic Engineer, Regulatory Engineering North West, Auckland Council

Date: 31 May 2021

Overall Summary:

Outline your overall view of the proposal, keeping in mind it should be within usual AUP(OP) parameters AND / OR addressing concerns you have as an asset owner.

I have reviewed the documents in the onedrive link that no specific development engineering plans, calculations, or reports have been provided, therefore, my comments would be as same as the comment in the pre-app meeting (PRR00036350), but to emphasize few critical points from Traffic Engineering perspective:

- New public roads are to be in accordance with Scoot Point precinct rules.
- New public roads, upgrade works along the Scott Road and Scott Road and Clark Road intersection shall comply with Auckland Transport's standards. Note: AT will provide comments on public road works.
- On-site parking supply, manoeuvring, bicycle parking supply has to comply with AUP OP Section E27 requirements.
- Avoid vehicle crossings and parking western side of the Block E4 and Block D5 (serving 2 car parking spaces).
- Provide intersection analysis for the proposed vehicle crossing serving Blocks B1 to B4.
- Provide assessment for the waste and recycle collection methods for the proposed dwellings. For private collection : Provide on-site manoeuvring area to within eth JOAL's to ensure vehicles leave the site in a forward direction. Provide tracking curves to ensure safe on site manoeuvring is achievable.
- Provide lighting within the proposed car parking areas to comply with AUP OP E27.6.3.7.
- Provide delineated surface treatment for the pedestrian paths within the private JOAL's.
- Provide wheelstops (1m off from the front of the car parking spaces) for the proposed car parking spaces to avoid encroaching within the pedestrian path.
- JOAL's gradient and safety platforms are to be in accordance with AUP OP Section E27.

State if any important information is missing, and if so how this may affect your considerations.

N.A

Asset Owner / Specialist Response

From: *Gavin Donaldson, Senior Arborist, Auckland Council*

Date: 31 May 2021

Overall Summary:

Outline your overall view of the proposal, keeping in mind it should be within usual AUP(OP) parameters AND / OR addressing concerns you have as an asset owner.

I have searched through these documents again, including the Archaeology and Arboricultural reports, which both refer to an Esplanade reserve to be established along the foreshore, including the coastal southern headland where there is a midden, remnants of the original homestead, and several scheduled notable trees on this headland (AUP Schedule 10 ID 1888, Oaks and Norfolk Pines) which have historic heritage value as they are likely to have been planted by R.O. Clark, the first European landowner. The Arboricultural report states that these trees will be retained and protected and the Archaeology report states that "it is intended to provide public amenities in the esplanade reserve area where the scheduled site trees are located, such as walkways and picnic areas, and to remove and plant trees as appropriate. These activities would require a heritage impact assessment in accordance with AUP D17.9.

Therefore, while the earthworks for development appear to be distanced from the protected root zone of the notable trees, there is scope for longer term damage if the adjacent earthworks result in a change in soil hydrology such as an increase of decrease in overland flow and/or the lowering or raising of the water table. The Applicant needs to address this in their assessment and physically exclude any machine activity from causing damage to the protected rootzone of these trees by way of adequate protection fencing for the duration of the works.

Asset Owner / Specialist Response

From: Fiona Harte – Senior Specialist (Earth and streamworks)

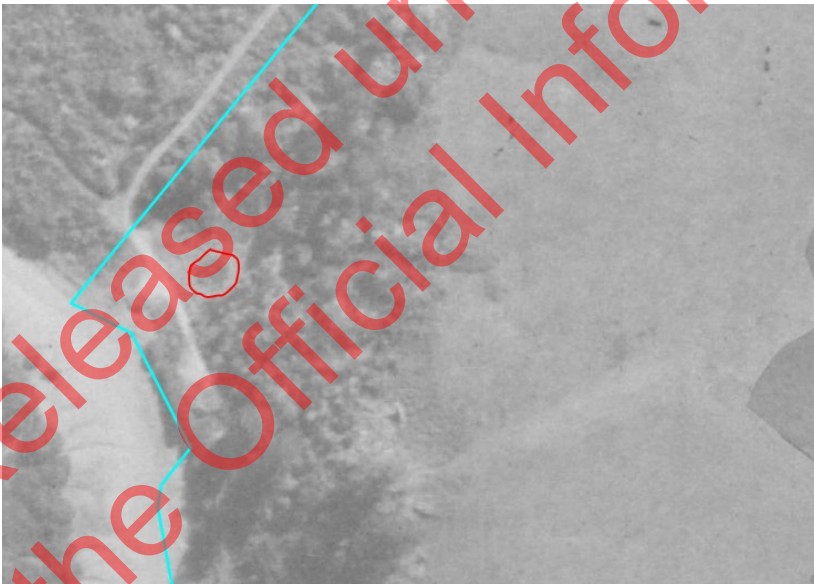
Date: 31 May 2021

Overall Summary:

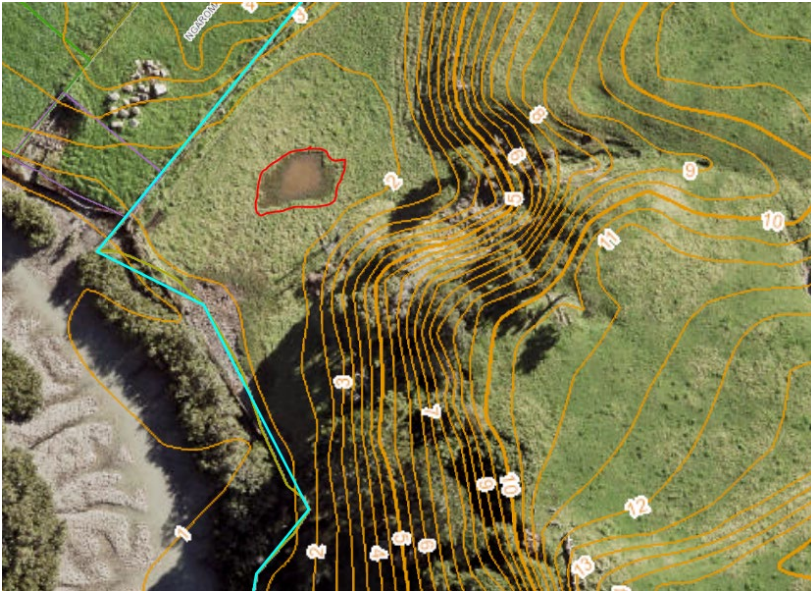
The proposal includes earthworks in close proximity to streams, wetland and the coastal marine area. The applicant has outlined stream and wetland areas on a map. These areas have not been ground-truthed or agreed upon by Council. The applicant proposes to maintain existing wetland hydrology which would avoid any subsequent drainage of natural wetlands that have been identified on the site by the applicant.

There is an area of water visible on GIS aerals, located at a low point where ground and surface water would naturally flow to. The extent of water seems to vary seasonally on historic aerals. This water body could be considered a natural wetland; however, needs further investigation. The area is visible in historic aerals from 1959 (see below). This area is not identified on the applicant's plans as a wetland. This potential wetland is located within the proposed earthworks area and if it met the criteria of a natural wetland, would mean the earthworks are a prohibited activity under regulation 53 of the NESFW (2020). The loss of a natural wetland is considered a significant adverse effect and would be inconsistent with the AUP:OP and NPSFM (2020). Note that this area was highlighted as a potential wetland to the applicant in a pre-application meeting held on 19 April 2021 and no further investigation or comment has been received.

Based on the uncertainty, and the implications being a potential prohibited activity that would otherwise result in significant adverse effects, this area is identified as a red flag for the application.



1959 aerals



2017 aerals

The actual earthworks are not out of the ordinary, and potential sediment discharges can be managed via best practice erosion and sediment controls. Due to the proximity to adjacent streams and wetlands and the coastal marine area, the applicant should stage the works to limit exposed area or consider the implementation of an adaptive management plan for erosion and sediment control.

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the Official Information Act 1982

Asset Owner / Specialist Response

From: *Leighton Simmons, Ecologist, Ecological Advice Team*

Date: 1/6/2021

Overall Summary:

The Ecology Memo identifies several ecosystems within the 20m+ coastal esplanade. These appear to have been mapped accurately. This area contains the four notable trees which would be protected within the esplanade reserve.

However, there are two areas that are partially or fully outside of the esplanade reserve that are not considered natural wetlands in the Ecology Memo. Map 1 (below) shows the SW corner of the site which has ponding and overland flows running into the lowland area. From the historic aerial imagery and the topography, it looks like this area is potentially a natural wetland which has previously been cleared and grazed. The proposed scheme plan indicates the northern arm of this area would be reclaimed. Map 2 shows another potential wetland on the eastern boundary of the site. This area has overland flow paths leading into a lowland area, ponding water, and vegetation typically found in wetlands. Both of these areas will need to be assessed and delineated in order to assess the potential adverse environmental effects of the proposed works. If these areas are classified as wetlands, the natural hydrology would also need to be protected.

Of note is that this is a preliminary design and stormwater discharges will need be cognisant of the wetlands, including any contaminant discharges, and will need to ensure that hydrology is maintained to existing levels (noting a substantial increase in impervious surfaces). This is not discussed in the ecology report.

The applicant will need to ensure that baseflows are maintained to all streams that are onsite or originate onsite. The stream flowing SE from the site through the neighbouring property (Map 3) has headwaters originating onsite near the eastern boundary. The applicant will need to demonstrate that the baseflows to this stream will be maintained. Auckland Council's streams specialist can provide more advice on this matter.

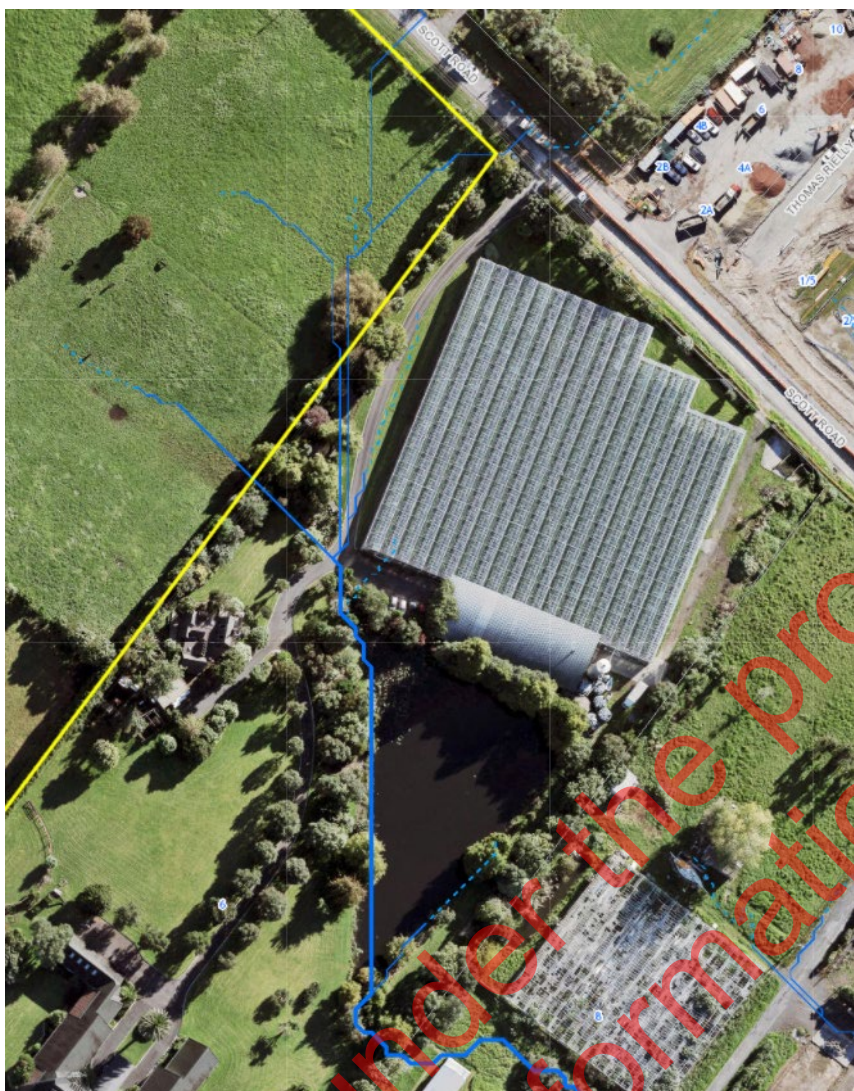
As mentioned in the Ecology Memo, a more detailed plan describing the environmental enhancement work is required. This would include methodologies for pest plant control, planting, and maintenance. The memo states some pest plants may be removed from the margins of wetlands, streams, and saltmarshes. Replacement planting in these areas would be beneficial to these ecosystems.



Map 1: Potential natural wetland area in SW corner of site.



Map 2: Potential wetland on eastern boundary of site.



Map 3: Stream running through neighbouring property on eastern boundary has headwaters on-site.

Asset Owner / Specialist Response

From: West Fynn, Senior Heritage Arborist

Date: 1/6/2021

Overall Summary:

The listing for the site includes 4 notable trees with 2 Oaks and two Norfolk Island Pine trees and not including the smallest Oak, as correctly pointed out in the Arborist Assessment.

1888 Quercus sp., Araucaria heterophylla Oak and Norfolk Pine Waitakere 4 4 Scott Road, Hobsonville Lot 1 DP 71841

Essentially, I do not have enough information to make a full assessment or recommendations, as appropriate.

None of the plans seem to show the notable trees identified, even though other trees are depicted along the coast.

I explained, at the pre-application stage, that I needed plans overlaid on aerial photos, to see the clearance from those trees in addition to description of the works in relation to the subject trees.

Bear in mind that, with notable trees the protected root zone is considered to be the greater of either, the dripline area (a concentric circle including the widest point of radial spread of the tree) or in the case of conical trees like the Norfolk Island pines, a circle with a radius equal to half that of the height of the tree.

There are no detailed plans close to the notable trees showing the earthworks, road, structures, services, infrastructure etc.

The arborist report states that the trees will not be adversely effected if the works are all sufficiently distanced from the notable trees, but there is no explanation of how far those works are from the notable trees, which would be typical in any such assessment and application. Similarly, the AEE states that the notable trees will not be adversely effected but that is for me to determine based on the level and extent of works that are proposed.

Also, construction, earthwork and infrastructure installation methodologies and control measures (such as: silt fences, protective isolation fences, works arborist supervision) have not been put forward, especially in the form of recommended conditions that would be expected and required with any consent of this nature and scale.

If it can be demonstrated and proven through accurate plans and measurements of extent and location, that the proposed development and associated activities (such as earthworks) are well beyond the protected root zone of all of the notable trees and that conditions and control measures are appropriate, then I would be supportive of the proposed works.

Furthermore, it appears that under the application, that there is possibly coastal stabilisation works, a cycleway and benches and a playground that could all potentially encroach on the notable trees. I assume that any such works in the area, that is to be vested with council as esplanade reserve, will require a future and separate resource consent and that it is then that the design, methodology and control measures will be determined for such works and I will then have the opportunity to have input to that process/application in relation to the notable trees.

I would expect that the protected root zone of the notable trees would remain, at least nearly completely, permeable and ideally be mulched to improve growing conditions, which could also protect the archaeological features. Other structures and landscaping are best distanced but may be accommodated to an extent dependant also on arboriculturally sensitive methodologies.

In conclusion, I am more than happy to work on suitable design, methodologies and control parameters with the applicant but I must first have the greater detail that I have described above.

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the Official Information Act 1982

Asset Owner / Specialist Response

From: Andrew Henderson, Principal Urban Designer Auckland Council

Date: 01.06.21

Overall Summary:

Overall, from an urban design perspective, I do not consider that the proposal achieves the built form character or the level of residential amenity anticipated for the location as zoned under the AUP(OP). While the site is indeed perfect for new residential development, which can provide some degree of intensification, I consider this needs to be done in an improved and well designed manor. Some portions of the site, such as along Scott Road, place appropriately sized built form, while the remainder of the site design is strongly questioned. The proposal generally provides for significantly uncharacteristic and higher density dwelling development within and adjacent to lower density zones. Numerous blocks of development are, in my opinion more characteristic of the MHU zone instead of the MHS and SHZ. Further a number of fundamental design issues are identified that would require a revisit to the basic layout and density design across the site. (high level issues detailed in pre-app comments).

The site is subject to split zoning with clearly expected different development outcomes. While a degree of blurring of zone densities across the site, where zone boundaries touch, may be acceptable, it should be a noticeable transition of density and intensity from Scott Road to the Coast. In my opinion this is not apparent within the proposal. I am of the view that to comply with the AUP(OP) zone and precinct expectations, the proposed development should sensitively provide a visible gradation of development intensity and density downwards from Scott Road towards the coastal edge. This should more strongly reflect the building coverage, landscape, built form characteristics and layout design outcomes under the AUP(OP), along with a stronger sense of spaciousness across the whole site, to provide the correct character and amenity. Specifically providing bulkier, taller development along Scott Road, lower and shorter length built form that gradually reduces across the middle portion of the site and then provide the lowest and most spacious settings of single dwellings along the coastal edge.

While my pre-application comments cover the majority of high level design issues, I have summarized those critical at this stage below.

Zone A – Scott Road Streetscape to Road D – MHU zone

Taller and longer built form along Scott Road and within the first third of the site back from the road, especially as an apartment typology or long terraces, is generally acceptable and supported in principal. Preference would be to include the corner site on This should rough be in line with the MHU zoning. I caveat this where development is placed around the existing heritage building and would strongly recommend that a lesser scaled and specific built form response which is more sensitive in design (height, proximity, siting and overall form and aesthetic appearance) is required.

I have strong concerns with the design of the apartment buildings and consider they require to be more intensively refined in terms of material, colour, and built form to include articulation and modulation. The design should seek to provide high quality aesthetics and built form interest, especially along Scott Road streetscape. Within and between block design variety should be part of this. I appreciate limited detail is provide at this stage, but to confirm the visuals provided of the apartment building designs are considered subpar and require significant design improvement. Breezeway designs are difficult to finish with a positive façade and privacy/amenity outcome. I recommend further consideration of this mode of building access.

Zones B to E – Middle portion of the site - MHS zone

I have concerns with the level of built form intensity along Ngaroma House Views Road, fronting onto an established single house zone across the road and not suitably reflecting the MHS zone characteristics. This is especially true with Block 01 as it is the longest and closest to the transition to coastal single house zone where it is logical to expect less intensity, shorter block lengths and more spacious settings.

This concern is further felt along public road E where a logical break in density and intensity through this middle portion of the site should be felt and it isn't. This streetscape provides some of the longest terraces and when it should provide shorter less dense development. Indeed, so could the block structure and terrace length for the southern half of the site. As above, this portion of the site should better reflect a transition in built form density and intensity downwards towards the coast. I thus also have similar concerns with the density and intense layout of the southern portion of the site.

The Precinct Plan expects a well connected transport structure moving parallel to the coast and only two roads are provided. It is strongly recommended that Road E as the middle spinal transport route should extend into the adjacent site to the south. This would be in keeping with the Precinct Plan and help create a more walkable neighbourhood and enhance wider locality permeability.

The proposed layout relies heavily on providing street fronting private outdoor space, along long flat unmodulated terrace facades and many public 'fronts' are not designed as public fronts and provide the private outdoor space and/or rear designed dwelling facades (sliding doors) facing the street. In my opinion this significantly reduces the character and quality of the streetscape and the level of privacy/amenity provided to future residents. Especially as its replicated so predominantly. I strongly consider this unit layout design should be reconsidered to provide a more positive balance of streetscape quality and privacy/amenity to residents. In addition, at this stage, it appears that a number of house typologies are of a plain design and there are concerns with this being intensively replicated in long terraces creating monotonous streetscapes.

Being a greenfield site, I strongly urge the improvements of alternative transport modes (bike) and for this to be incorporated into the proposed road network at this stage. Auckland Transport provides guidance for various combined road designs to incorporate bike lanes or shared paths. This proposal starts the first section past Ngaroma Road and Scott Road, where critical connections to the coast and parallel to it should be enhanced for off-road bike travel. A well designed permeable route through this site linking its borders and the coast is missing and is strongly recommended.

Zone D, F & G - Multi-unit development along coastal edge - Single House Zone (SHZ)

H3. Residential – Single House Zone under the AUPOP, within Activity Table Rule H3.4.1(A6) states more than one dwelling per site (excluding minor dwellings) is a non-complying Activity. The Activity Table does not specify any development standards to be met. Design parameters were not considered necessary for more than one dwelling as being non-complying, any more intense development would not be considered. Point in fact being, that proposing more than single unattached dwellings in a spacious setting is not expected and would have an adverse character effect, also undermining the integrity of the AUP(OP). I am not supportive of this form of development along the coast edge of this site from a design perspective

There is no urban design rational proposed which is based on specific contextual reasons to disregard this planning policy expectation for this site. A proposal for between 7 to 11 multi-unit terraces, incorporating three storey development, within the SHZ is a blatant disregard of bulk and scale design characteristics sought by the AUP(OP). The existing suburban character is evidenced to the north-west, by established single detached house development on generous lots with space between built forms for landscaping. This part of the proposal does not relate to this existing built form and spacious character. In my view the development along the coastal edge is significantly out of character and provides significantly less amenity than expected within what should emulate a single house zone.

Being a greenfield site, adjacent to future developable land, this proposal has a potential to set a negative precedent for future development along this coastal edge.

The proposed built form and layout also doesn't help maintain or provide good views towards the coast and those it does provide are not logically positioned or that well connected along the esplanade/into the site. An improved coastal walkway would be of benefit in my opinion.

There would appear to be strong opportunities to redesign portions of the development to better reflect the layout, built form, spaciousness, character and amenity outcomes sought by the AUP(OP).

Therefore, as above, I do not support the application in its current form.

AUP(OP) interpretation of design related parameters

The application form mentions relevant planning policy points but conveniently overlooks numerous critical design aspects as clearly pointed out in the zone and precinct description, objectives and policies, summary below:

- Zone description: maintain and enhance the amenity values of established residential neighbourhoods; multi-unit development is not anticipated; characterised by one to two storey high buildings; achieve high quality on-site living environments.
- Zone Objectives: in keeping with the amenity values of established residential neighbourhoods; spacious sites with some large trees; predominantly one to two storeys buildings
- Zone Policies: provide an intensity that is compatible with the existing or planned built character; provide in keeping character and amenity values of established residential development; provide sufficient setbacks and landscaped areas for dwellings within spacious settings; provide attractive streets; maintain reasonable privacy levels and useable outdoor space; limiting the height, bulk and form of development; managing the design and appearance of multiple-unit residential development;
- Precinct Plan: a high quality liveable place with housing that has visual richness, coherence and appropriate architectural style and landscape design theme; Subdivision and development promote enhancement of coastal character and protection of heritage, cultural and ecological features; Development results in a transition of building density and heights (from low along the coast to higher inland and adjacent to amenity features and public transport routes) to provide visual integration to the harbour setting; Secondary roads are delivered in a way that supports public transport routes and the provision of high quality cycling facilities; Provide for a mix of housing typologies and densities with high quality on-site amenity while maintaining amenity for adjoining sites; built form excellence.

Design comments around heritage effects

The proposal appears unresponsive in design terms towards and has conflict with the heritage house at 4 Scott Road. The proposed development's design: height, proximity, siting and overall form and aesthetic appearance does not appear to respond positively to the sensitive building. There would appear to be strong opportunities to reconsider the surrounding developments design on these aspects to better flank, frame and respond to the heritage building. This could involve redistributing proposed height and bulk elsewhere along Scott Road to allow for a more set back and lower height development around the heritage building. Also, the use of complementary and high quality materials with a design of built form to avoid dominating the heritage extent of place. I consider my design advice on this matter is secondary to any Heritage Specialist advice and I would defer to them in the first instance in the regard of heritage issues surrounding this building.

Additional Comments:

To clarify some points for MFE from the applicant's submissions, I note that:

- no further refinement of the proposal has been undertaken from a design perspective since the pre-application. Thus the design comments provided have not been taken on board or acted upon.
- the applicant's Urban Designer has not been engaged again since receiving urban design advice from Council. It is questioned whether the UD supporting statement dated 31.03.21 refers to the updated RC plans dated 06.04.21.
- the Applicant's solicitor (letter dated 07.05.21) has referred to my pre-application comments and highlighted some positive comments that I made but some have been taken out of context as follows (in order of the solicitor's letter 8.4 a - b):
 - a) Precinct Plan - it generally fits with the master plan layout in terms of road network structure. However it doesn't provide a northeast- southwest link road around the middle of the site from Ngaroma House Views road. This limits the sites permeability and connections with the wider locality and future development.
 - b) Typology mix - While a positive mix of unit typology is provided across the whole site, they tend to be grouped together rather than mixed across the site. If shorter terraces were proposed, a greater mix of typology along a street could possibly be achieved and provide more built form variety along the streetscape enhancing character and amenity.
- the Applicant's solicitor has referred to my pre-application comments and incorrectly stated that "*...none of the comments made go to fundamental design matters, they are technical matters which are being worked on as the technical design advances*". While some positives are made, I'd like to clarify that numerous comments within the urban design pre-application comments raised fundamental design issues which need to be addressed as they affect basic layout and siting design matters, specifically around:
 - a) the two preceding points above on the layout and typology mix.
 - b) Development density not reflecting AUP(OP) zone expectations across site.
 - c) Dwelling design, height and block length issues along the coastal edge within the SHZ.
 - d) Typology orientation issues of units not facing streets and inherent streetscape character and amenity issues.
 - e) Predominance of street fronting outdoor space.
 - f) Block layouts providing blank elevations to streets.
 - g) Garage door dominance issues.
 - h) Outdoor space sunlight access.
 - i) A lack of information to assess in detail for RC.

Specialist Response

From: *Ashishika Sharma*, Coastal Specialist, Auckland Council

Date: 02/06/21

Overall Summary:

A site-specific coastal erosion hazards assessment is required to understand and to demonstrate that the subdivision has been appropriately planned, and that the width of proposed esplanade reserve is adequate for the long-term retreat. The applicant needs to demonstrate that the policy directions on avoid rather than mitigate have been followed in terms of natural hazard management.

An engineered coastal protection structure exists at the south west coastal edge. This will need removal and the CMA re-instated.

The property boundary needs confirmation. According to the plan provided the coastal edge of the property is the mean high water mark. A survey of this and the line of MHWS is required for all plans.

There are elements of reclamation on the coastal edge with the reclaimed land not clearly defined and potentially unstable considering the reclamation infill. Please highlight the reclaimed areas and apply for reclamation consents.

There were a number of unconsented outlets into the CMA. These need coastal consents.

Asset Owner / Specialist Response

From: Jo Morriss, Senior Coastal Specialist, Engineering Technical Services, Auckland Council

Date: 1 June 2021

Overall Summary:

The purpose of this review by Engineering Technical Services is to assist the Parks Planners in considering the application for development at 4 Scott Road Hobsonville, with specific reference to width of future esplanade reserve and the proposed coastal walkway and stormwater outfalls, located on the proposed esplanade reserve to be vested to Council.

A site specific coastal hazard assessment (CHA) must be considered in the development of the site, and is listed in E36.9(1) under the special information requirements for subdivision on land that may be subject to hazards including coastal erosion or inundation.

The proposal should demonstrate how the coastal erosion hazard risk is avoided with adequate set back and site layout of the subdivision development with reference to the site specific CHA, prior to any options for structural coastal protection to remedy or mitigate the hazard.

The CHA must provide details of the parameter values and calculations applied to determine the area susceptible to coastal erosion, that factors in the effects of sea level rise. The 100 year cliff, regression line should be shown as an overlay on the proposed site layout plans.

The CHA is required to demonstrate that adequate width of proposed esplanade reserve will be vested to avoid coastal erosion hazard risk and to provide for safe public access and use of proposed pathway over the 100 year planning timeframe. There should be adequate width of reserve to realign the pathway in response to any future shoreline changes or slope instability.

The applicant has advised that Tonkin + Taylor Limited have been engaged to provide a site specific Coastal Hazard Assessment (CHA), however this has yet to be provided with the application documents.

A review of the CHA will be completed once special information is received by Council.

Asset Owner / Specialist Response

From: Brian Wolfman, Senior Development Planner, Auckland Transport

Date: 1 June 2021

Overall Summary:

Overall View

Auckland Transport has reviewed the application documents submitted with the Project. Pre-application advice was provided to the applicant (a copy of the advice is attached, dated 28th April 2021), based on the TPC letter dated 1st April 2021, which is included as Appendix 19. No amendments appear to have been made to the Project, since the pre-application discussions. It is considered mitigation measures and consent conditions will be required to ensure the transport effects from the Project are appropriately avoided, remedied or mitigated.

Specific Concerns

The following comments regarding the proposal were made at the pre-application stage and are considered outstanding. It is pertinent the applicant addresses these matters as part of the application, through a transport assessment and modified application plans.

Speed Mitigation

Roads within the development should have a design speed of 30km/hr and appropriate traffic calming measures to achieve this. Landscaping should maximise the use of trees to provide shade in summer, contribute to, and reinforce the residential nature of the proposed streets.

Roads A and B could be redefined to avoid encouraging speeding by avoiding a long/straight stretch of road and introducing bends/curves to help reduce speeds (see red arrows in Figure 1 below illustrating a revised alignment to slow traffic). Indented parking spaces should be provided throughout the development.

Road Layout

The Scott Point Precinct Plan indicates a single connection on to Scott Road from this site. It would be best to limit the number of vehicular intersections with Scott Road and for a second access onto Scott Road to be a pedestrian/cycle access only (8m accessway) to retain the connectivity benefits.

The three cross-roads within the site should be designed either as mini-roundabouts or raised intersection treatments. All cross intersections will need to be raised and all intersections will require pedestrian crossings/pram crossings on all arms.

A walking and cycling connection should be included where Road E terminates at the south end through the JOAL, to provide active modes connectivity. The rear pedestrian access to lots should be redesigned so that they allow for a 2.5m wide minimum connection across proposed blocks and between proposed streets (please see purple arrows in Figure 1 below).

A "Coastal Walkway" as defined in the Scott Point Precinct Plan is required and should ensure the path has passive surveillance from proposed lots facing Limeburner's Bay.

No back berm is shown on the drawings, which would place the footpath hard up against the property boundaries. This does not leave space for light poles and service cabinets / covers or

other utilities and these cannot be located underneath the footpath as expensive digging up of the path will be required any time works are needed. More importantly it makes it harder for drivers exiting the JOALS to see pedestrians. Back berms should be included in the road design.

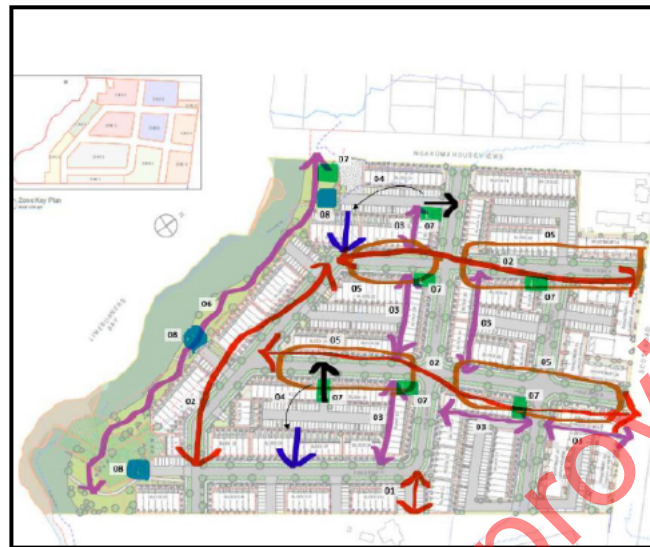


Figure 1- Mark up of layout plan

Scott Road/Ngaroma House/Clark Road Intersection

Adding extra traffic on the Ngaroma House Views/Clark Road/Scott Road intersection may result in increased crashes at this location because, although the Scott Road through traffic has priority, there will be significant demand for through traffic movements between the two non-priority legs. There is a crest curve at the intersection when viewed from the Ngaroma House Views, approach which is likely to further increase the risk here because drivers on this leg cannot see the whole intersection layout and may not realise they are required to give way.



Figure 2- Sketch to show accommodation of a roundabout at Scott Road/Ngaroma House Views/Clark Road intersection

Footpath and Cycle Facility Requirements

The developer will be required to upgrade the Scott Road frontage of the site to include kerb and channel, berms, footpath and separated cycle path. The Scott Road upgrades will need to transition to tie into existing facilities.

Rubbish/Waste Serving

If public waste collection is proposed, a 10.3m long truck needs to be able to turn around. Bends in the road (for instance Road A outside Block D2 or Road C outside Block C3) need to be checked for vehicle tracking, tracking detail should be provided with the application.

Stormwater

Auckland Transports' preference is for fewer, larger communal stormwater devices. Small pre-cast concrete raingardens will not be accepted for vesting due to the maintenance burden they incur. These devices are a cost-inefficient method of meeting hydrology mitigation requirements. A requirement in the Code of Practice Chapter 1 Section 1.5.5.2, is for the selection of assets to be based on a Whole of Life Cost Assessment, where the full life-cycle costs of assets are assessed against alternatives to ensure a cost-effective solution is selected for the asset owner and ultimately the ratepayer. If the devices are not able to be effectively maintained, they will not operate correctly and effects on stormwater will not be mitigated as currently proposed. The stormwater management plan should be provided for review, along with an agreed approach for devices in the road reserve.

Public Transport

A future bus route will service the development on Scott Road. To enable this, a bus stop (including shelter) will be required to be provided by the developer on their side of Scott Road. Kassel kerbs have been installed on the opposite side of Scott Road and the bus stop would need to tie in with that (nose to tail) with a safe crossing refuge to be included. The bus stop will need to be designed as a floating bus stop to enable safe cycling movements past the bus stop and shelter.

Asset Owner / Specialist Response

From: Gabrielle Howdle, Specialist Landscape Architect, Urban Design Unit, Auckland Council

Date: 02.06.2021

Overall Summary:

Overall, I do not consider that the proposal achieves the landscape character as anticipated under Unitary Plan (Operative in Part). It is considered that the proposal could adversely impact on the natural character values of the coastal environment, as well as result in poor street interfaces as a result of the continuous terrace typology used throughout the site, which does not appear to respond to the changes in character, as both anticipated by the plan (e.g., MHU-MHS-SHZ-Coast) or as seen within the landscape (e.g., coastal edge, site, existing residential neighbourhood).

While an increased intensity is afforded for development within the Scott Point Precinct (e.g., sites zoned MHU have a building coverage 75%), I am of the opinion that the development does not achieve the transition in development intensity, scale and character as anticipated under within the Scott Point Precinct of the AUP (OP).

Scott Point Precinct Objective 5.61 (5) - Development results in a transition of building density and heights (from low along the coast to higher inland and adjacent to amenity features and public transport routes) to provide visual integration to the harbour setting.

Policy 5.61 (10) – Require development to be of a scale and form that integrates with the harbour setting by applying appropriate zoning to encourage higher density of built form in central locations and close to public transport and amenities.

The layout and design of the residential subdivision proposed, uses a repetitive homogenous block and typology design across the site, with lot sizes ranging from 54m² to 61.83m². Dwellings are of either two or three storeys, with up to 13 units in a row (52m), with the three storey typologies proposed along the coastal edge. In my opinion there is a lack of dwelling typologies (including height, detached, duplex, single storey, etc.) across the development, where variety in lot types, sizes and building typologies could be incorporated to better respond to the zonings and landscape character.

Long rows of terraces throughout the development will appear visually dominant and are considered to result in a poor street interfaces and restricts the space for meaningful landscape areas.

Objective 5.61 (15) – Increased Housing Supply, variety and choice by creating a well-designed residential development comprised of a range of housing densities, typologies, and affordable price options.

Policy 5.61 (9) – Require residential development to be of a scale and form that is complementary to the character of adjacent development, maintains adequate sunlight access to adjoining residential sites, and minimise bulk and dominance effects.

The treatment and design of the public open space to be vested to Council along the coastal boundary is unknown, more detail would need to be provided to determine the quality and relationship of this space with the proposal and the coastal marine area.

I note the development is only for residential development and does not result in long term employment benefits.

Overall, the proposal in regard to its built form is very repetitive and does not respond to the changes in the landscape (E.g., from urban to coastal environment), which in my opinion is resulting in an inappropriate scale and type of development that does not result in a transition of height or density towards the coast. In my opinion the proposal could result in high adverse effects on the natural character and landscape values of the site and local area.

Further information:

The following information would aid in providing a more comprehensive assessment of the proposal and its effects on landscape.

- A Landscape Effects Assessment, including effects on Natural Character Values / Coastal, visual amenity effects from public places., as well as how the development is in line with the underlying AUP (OP) zonings, specifically the Single House Zone, and the outcomes anticipated under the Scott Point Precinct.
- Visual Simulations of the development as seen from Limeburner's Reserve, West Harbour Ferry route (within the bay) and Scott Road.
- Long sections / elevations through the site and adjacent sites/boundaries to understand the changes in elevation, overall height and boundary treatments proposed.
- Landscape Plans and supporting plant schedules for the street trees, private yards, communal spaces/JOAL's, public open spaces.
- Contour plans clearly showing the location, type, height, material, and any treatment of retaining walls, batters / banks.
- Materiality and colour palette for all dwelling / building typologies.
- Coverages, in regards to each zoning / precinct standards the site is subject to.

Asset Owner / Specialist Response

From: Mica Plowman, Principal Heritage Advisor, Cultural Heritage Implementation, Heritage Unit, Auckland Council

Date: 28/05/2021

Overall Summary:

The above and below ground archaeological remains of the Limeburner's Bay R.O Clark/Holland and Carder Vazey potteries and brickworks are scheduled as A* in the AUP schedule of historic heritage (ID 0002 and 0007 respectively Schedule 14.1). The subject place is currently scheduled in the interim category A* which was created during the development of the AUP to address the disparity among the ways top tier scheduled historic heritage places were managed across the different legacy councils¹. Category A* is effectively a holding pattern for the region's most significant scheduled places until they can be reviewed to confirm their category.

A review of the Limeburner's Bay schedule ranking and extent is currently being undertaken. The likely outcome is that the industrial remain will be recategorized as a Category A site and the scheduled area extended to incorporate the notable trees on the application property which are assumed to mark the location of the 19th century Clark Homestead.

At present there is no detailed information to review, therefore it is not possible to assess the effects of the proposal. Given the vagaries of the design at this point, there is potential for significant adverse effects on the scheduled remains of the brickworks in the coastal area

However, the information provided and discussions with the applicant and the project archaeologist have established that the Heritage Unit will only support design options that allow the establishment of stable flood-free building platforms across the site without undertaking stabilisation work within the Scheduled Heritage Area of the R. O Clark/Holland Carder/ Vazey pottery and brickworks.

Similarly, the Heritage Unit supports the installation of a 20m coastal esplanade reserve and boardwalk along the coast so long as:

- Any formal walkway paths and boardwalk installations are stylistically appropriate to the industrial heritage of the area;
- is established with the minimum earthworks and without disturbing known and visible archaeological remains located in the CMA, including reclamation areas and ceramic debris
- The recently identified midden on the headland is not effected by ground disturbance.
- The pedestrian access is designed to provide the opportunity to form a link to the Limeburner's Bay reserve.
- The coastal esplanade incorporates signage informing the public of the historic significance of the area

¹ Unitary Plan, D17.1 Background

Similarly, the Heritage Unit supports the applicants proposed wastewater discharge solution within the scheduled extent of place of the Clark pottery and brickworks, that utilises the existing Watercare stormwater pipe at the end of Ngaroma House Drive. This preferred solution to connect the wastewater overflow pipe into the existing stormwater pipe avoids any additional earthworks in the AUP Heritage Area Overlay.

If this preferred solution is not possible and Watercare require a separate pipeline, then the installation route of any new pipeline must be undertaken under the direction of the project archaeologist and the approval of the Heritage Unit to minimise any earthworks within the Heritage Area Overlay.

Modification of archaeological features outside of the scheduled extent will be subject to standard monitoring and information recovery requirements under the HNPT Act 2014.

In the Heritage Units opinion, subject to these requirements being met, the proposal can be supported from an archaeological perspective so long as appropriate archaeological monitoring of areas of archaeological potential as well as appropriate recording analysis and reporting.

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the Official Information Act 1982

Asset Owner / Specialist Response

From: Noel Luzzi, Senior Built Heritage Specialist, Auckland Council

Date: 31 May 2021

Overall Summary:

There are two scheduled heritage places affected by the proposed 426 units development, and as I have noted in my initial comments dated 16.04.2021, the proposed development raises significant heritage concerns. My initial comments have not been addressed in the lodged documents.

Residence at 4 Scott Road, Hobsonville, which has been identified as a B Historic Heritage Place in the AUP(OIP). Only the building is protected, and the interior are not protected. The place has *Historical* and *Physical Attributes* heritage values.

The Heritage Memorandum from Archifact stipulates that the applicant will carry out repair and maintenance work to the house, which is a permitted activity. However, no guarantee that this work will be undertaken in accordance with good practice conservation principles and methods has been provided.

Also, I understand that the driveway to the existing garage at the back of the house will be removed, and it is likely that this part of the house (at a minimum) will undergo some changes and will therefore trigger the *Modification and restoration* activity (A9), which is restricted discretionary activity. This has not been clarified. Because the garage is part of the schedule, the removal of the garage would fall under the *Demolition* activity (A2), which is a discretionary activity. Overall, this must be clarified in order to ensure which activity will be triggered and be able to assess the proposal accordingly.

While the heritage building has not been scheduled for *Context* heritage values, there are clear directions in D17 Historic Heritage Overlay around the setting of a historic heritage place:

The setting of a historic heritage place includes elements of the surrounding context beyond the identified extent of place within which a historic heritage place is experienced. The setting of a historic heritage place includes the sea, sky, land, structures, features, backdrop, skyline and views to and from the place. It can also include landscapes, townscape, streetscapes and relationships with other historic heritage places which contribute to the value of the place.

This has not been considered in Archifact's assessment, and in my view, the proposed development will adversely affect the rural and residential setting of the scheduled *Residence*. According to the aerial views, the existing trees were mainly planted in the past 30 years, and the site was originally largely open to the sea. The south and west boundary will be less than two metres distant to the building, with three storey bulky buildings being erected on the north, south and west sides. This will totally overwhelm the single storey heritage house, including from Scott Road, where it will be hardly perceptible, or in a very limited catchment. This will be further affected by the fact that the access to the house from Scott Road will be removed, and a new driveway/front yard setting has not been provided to maintain the relationship between the house and the public realm.

Although Archifact have said that “*the elevational treatment of the new apartment buildings has not yet been designed, but should positively respond to the traditional domestic scale and architecture of the original worker’s cottage*”, the provided drawings generally show that the new buildings are bulky, without any modulations, and they do not demonstrate any consideration to the traditional domestic scale, material and architecture of the scheduled building.

As such, I consider that the proposal will not ensure the protection of the scheduled significant historic heritage place as required by the objectives and policies set out under B5. Ngā rawa tuku iho me te āhua – Historic heritage and special character of the AUP(OIP).

Clark Pottery and Brickworks/Robert Holland Pottery and Brickworks R11_1508, which has been identified as a A* Historic Heritage Place in the AUP(OIP). There is no exclusion, and additional rules for Archaeological Sites or Features apply to the site. The place has *Historical, Knowledge, and Context* heritage values.

The Heritage Memorandum says that “all proposed development works are outside this extent of place and will have no effect”. This is not exactly what the Archaeological Assessment provided by Clough & Associated, as well as the Supplementary application information provided by Aedifice Development Limited on 24 April 2021 say, and it is possible that some work will be undertaken within the extent of place. In this case, this work may also require resource consent.

It is therefore not possible to assess the proposal and to confirm whether the proposal will ensure the protection of the scheduled significant historic heritage place as required by the objectives and policies set out under B5 of the AUP(OIP).

Finally, no demonstration has been provided to ensure that the proposal will meet the following Scott Point Precinct’s objectives and policies and information requirements related to heritage:

Objective 4. Subdivision and development promote enhancement of coastal character and protection of heritage, cultural and ecological features.

Policy 12. Recognise and protect ecological, historic and mana whenua cultural heritage values in the framework plan.

Policy 20. Protect existing landmark and heritage features including the Hobsonville Church and cemetery and provide additional gateway landmarks and on-street communal pocket spaces in appropriate locations.

Section 6. Special Information requirements for Scott Point Precinct:

In all cases a framework plan must show: ...

f. the location and extent of scheduled items or sites of significance to Maori or any other known archaeological or geological sites of significance, and specific design response to those items.

For the reasons above, there are significant heritage concerns with this proposal, and there is missing information that needs to be addressed in order to ensure an appropriate heritage outcome:

- Detailed information about the repair works to be carried out to the scheduled residence
- Clarification of alteration/demolition work to be undertaken at the scheduled residence to facilitate the new driveway
- Revisions to the landscaping to re-introduce a physical connection between the scheduled residence and the street
- Revisions to the building design to better respect the setting of the scheduled residence (bulk, modulation, materials)
- Information about the location and nature of the works to occur within the scheduled extent of place of the Clark Pottery and Brickworks
- Evidence of consultation with Heritage New Zealand Pouhere Taonga, given that Clark Pottery is an archaeological site
- More detailed analysis against the heritage-related provisions of the Scott Point Precinct

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the Official Information Act 1982

Parks Asset Owner / Specialist Response

From: Hester Gerber, Parks Planning Team Leader

Date: 02.06.2021

Overall Summary:

Background information:

Pre application advice has been provided by Parks Planning on this application under PRR00036350 and a site visit was undertaken.

Positives of application

From the draft subdivision layout plans provided by the applicant it can be determined that:

- given the historic heritage protection, public access, CPTED outcomes and recreational potential, widening the esplanade reserve where necessary to accommodate the historic heritage features and provision of a future heritage path is an appropriate outcome.

Key Issues from a Parks Planning Perspective

The key issue with the project going through the COVID-19 Recovery Act 2020 fast track consenting process is the potential for Auckland Council to inherit parks assets where they have not had the opportunity to assess and comment on prior to receiving them. There is a risk that the vested assets Council may inherit are not to the same standard or consistent with those assets which go through the normal resource consent and engineering plan approval process, resulting in a financial burden not anticipated. There is also a risk that without proper assessment of the coastal hazards of the site, vested assets Council may inherit are subject to hazards such as sea level rise, without appropriate means of avoidance required under the New Zealand Coastal Policy Statement, or the esplanade will not function to mitigate hazards appropriately, as a purpose identified under s229 of the RMA.

Parks Planning information, reports and assessment requirements:

- a) subdivision plans identifying public assets to be vested, and for private open space assets, whether there will be public access easements provided to allow public access through the private open space to the esplanade reserve.
- b) landscape plans sufficiently detailed to properly assess any proposed assets in the streetscape, reserves to be vested, accessways, and boundary treatment adjoining open space.
- c) planting plans with a schedule of species to understand the extent of landscaping proposed or mitigation provided.
- d) site specific coastal hazard assessment based on the Auckland Council Coastal hazard assessment guidance memo to ensure that safe public access and recreational use of the esplanade reserve is possible and can be maintained for the future.
- e) assessment of the esplanade reserve under s236 of the RMA.

This would provide Council with the means to determine factors such as:

- Whether open space, stormwater and streetscape assets are to be public or privately owned.
- Whether the esplanade reserve meets the requirements under s230 of the RMA so an assessment can be made whether the top up of esplanade reserve is triggered in accordance with s236 of the RMA and Rule E38.4.1(A8) of the AUP.
- Whether streetscape planting is appropriate. Council has significant experience in this area as an asset owner and promotes the Auckland Council Urban Ngahere (Forest) Strategy, species which provide attractive streetscapes including species which are also suitable from a maintenance perspective and are practical in their chosen location e.g. will not hinder the sight lines of drivers or reduce usability of footpaths over time.
- Whether any aspects of the design would require the approval of the Local Board or Governing Body to accept any proposed assets as delegated decision makers.

- Whether access ways to parks and reserves are suitable from a crime prevention through environmental design (CPTED) perspective. This includes assessing building orientation and fencing on properties adjoining parks and park accessways to ensure appropriate passive surveillance over these areas is provided. Accessway widths and gradients are also important for the safe movement of walkers and cyclists.
- Whether the interfaces between the development and the esplanade reserve and any proposed open space are appropriate.
- Hard assets such as stormwater outfalls or retaining walls are designed and located where they do not reduce the amenity of the parks, reserves or impact future greenways.
- Whether Parks and Community Facilities have the budget to maintain assets.
- How the development meets (or otherwise) the objectives and policies of the Scott Point precinct including – Objectives 5.61(4), (8), (9).

Acquisition of land

It appears that the open space will be provided via an esplanade reserve greater than the 20m width, which could be accepted at no extra cost by Council¹. However, should this not be the case, the Community and Social Policy team would also do an assessment of the acquisition of the proposed reserve outside of the 20m esplanade reserve. A decision on whether to acquire the proposed additional reserve as land in lieu of reserve under the Local Government Act 2002 would be made by the relevant Local Board and Council's Governing Body.

Overall position of Parks Planning

Overall, it is considered that measures will need to be put in place under the COVID-19 Recovery Act 2020 fast track consenting process to ensure Council is able to provide sufficient input to decisions around the acquisition of land and the acceptance of vested assets. This is to ensure Auckland Council receives vested park, reserve and streetscape assets that are to the normal standard and consistent with those that have gone through a normal resource consent process.

Conclusion

Should the EPA decide to allow the development to go through the Covid-19 Fast Tack process, it is recommended that the proposal address all information requirements from a Parks perspective supplemented by a suitable assessment for the matters of concern. The applicant should also be made aware of any political decisions that are required for proposed vested assets (off-setting mitigation on asset owner land or proposed land for vesting, land acquisition, easements, reserve embellishments etc.) which may impact on the delivery of the project.

Prepared by:



**Ashleigh Richards, Senior Parks Planner
Parks, Sports and Recreation**



Parks Agency Lead:

**Hester Gerber, Parks Planning Team Leader
Parks, Sports and Recreation**

¹ Advice has been received from Auckland Council Policy that given the historic heritage protection, public access, CPTED outcomes and recreational potential, widening the esplanade reserve where necessary to accommodate the historic heritage features and provision of a future heritage path is the best option.

Asset Owner / Specialist Response

From: Nita Dharmadhikari, *Developments Engineer, Watercare*

Date: 28 May 2021

Overall Summary:

The proposal for a mixed-use development located at 4 Scott Road, Hobsonville Auckland. The proposal is for:

- Approximately 426 residential units
- 162 units build by Kiwibuild (91 apartments, 71 townhouses)
- 264 units – to be put on the private market
 - The two-bedroom dwellings= 140 (68m²)
 - Three bedrooms = 153 (80m² to 90m²)
 - The four-bedroom dwellings =6 (183m²)
 - The 1-, 1.5- or 2-bedroom walk-up units = 126

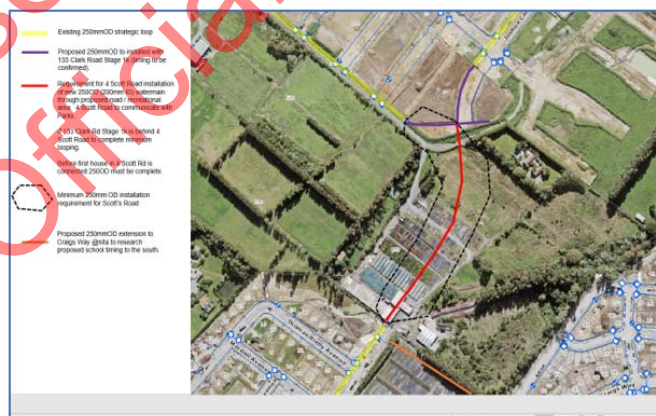
No water and wastewater flow or water supply-demand data were provided as part of this application. The assessment below is based on the information provided by the application as part of the consultation application with Watercare (CON #74371).

Water Supply:

There are constraints identified in the current water supply network, and without network improvements, there is not sufficient capacity to supply this development.

Due to the number of consented developments within the Scott's Point area, the two existing 180mm water main located on Scott Road have reached capacity. Therefore, to enable 4 Scott Road development to occur, additional water main is required to provide water capacity and resilience.

A new 250mm OD (200mID) water main is required to link the existing 250mm OD on the Joshua Carder Drive and to the two 250mm ODs water mains on Squadron Drive and continuation of the water mains to Joshua Carder Drive to the north.



The 4 Scott Road development will need to install the new watermain with this road construction to complete this loop. Watercare understands that the northern section (past the roundabout) falls into a recently approved Resource Consent for another developer. The plans show they will complete sections

of the 250mm OD in the north. The applicant for 4 Scott Road will need to liaise with this development to confirm the timing to enable connectivity. The 250mm OD loop is completed before the first house is connected at 4 Scott Road. If it is not completed by other developers, the applicant of 4 Scott Road will be responsible for installing the new watermain at their cost.

Wastewater:

Watercare has assessed the proposed option to service this site. The preferred option for servicing this site is a new wastewater pumpstation at 4 Scott Road and rising main to connect into the existing network. This pump station will need to have capacity to service this development. The cost of the pump station will need to be fully funded by the developer.

For the new pumpstation, the key considerations are:

- The rising main and discharge location from the new pumpstation must be suitably designed and built to work in with original servicing considerations and the existing infrastructure for Scotts Point. Particular attention must be given to the likelihood of high hydrogen sulphide levels at the discharge location, particularly if there are multiple rising main discharges.
- The discharge location will be dependent on detailed design and a capacity assessment of the downstream infrastructure. The location is anticipated to be between manhole 1392247 and 2705197. However, this is subject to confirmation of suitable capacity in the downstream network and design considerations within the manhole being capable of supporting an additional rising main discharge.
- An emergency overflow to stormwater or directly to the receiving environment will need to be constructed and authorised by network discharge consent.
- The applicant must obtain approvals required to meet the conditions of the Watercare Network Discharge Consent.

From: s 9(2)(a)
To: s 9(2)(a)
Subject: Re: URGENT: COVID-19 Recovery (Fast-Track Consenting) Act 2020
Date: Thursday, 27 May 2021 5:11:30 pm

Kia Ora Nicola, I don't have a problem with the development getting fast track approval.

Tau

On Thu, 27 May 2021 at 11:53 AM, Nicola Holmes

< s 9(2)(a) > wrote:

Dear Cllr Watson, Cllr Walker, Cllr Darby, Cllr Cooper, Ms Feinberg, Ms Taylor, Mr Henare and Ms Murray,

The Council has received a request from the Ministry for the Environment for comments on an application that is under consideration for the COVID-19 Recovery (Fast-track) Consenting Act 2020. The project is described as follows:

Aedifice Development Limited

Address: [4 Scott Road, Hobsonville](#)

A 426 unit residential development with associated subdivision of the units located within the Scott Point precinct and includes development across the Mixed Housing Urban Zone, Mixed Housing Suburban Zone and the Single House Zone. It is intended that Kiwibuild are a partner to the development and providing a share of 162 units with the remaining dwellings to be put on the private market. A 20m wide esplanade reserve along the coast is proposed along with an additional 6000m² of reserve land.



Please note that this proposal has **not** been the subject of a resource consent application to date.

I am contacting you to let you know that we have received this request from Ministry for the Environment. The specialists and asset owners are currently reviewing the information, if the review raises one of the 'red flags' we will come back to you in a few days for comment/endorsement of our feedback. No formal feedback is required from yourselves at this stage.

Please find attached the MfE Consultation letter and the application material can be found in this link: [s 9\(2\)\(ba\)\(i\)](#)

Regards,

Nicola Holmes

Principal Specialist - Planning

Northwest Resource Consenting | Resource Consents

Phone [s 9\(2\)\(a\)](#)

Auckland Council, [6 Henderson Valley Road, Henderson, Auckland](#)

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From: s 9(2)(a)
To: s 9(2)(a)
Subject: RE: URGENT: COVID-19 Recovery (Fast-Track Consenting) Act 2020
Date: Thursday, 27 May 2021 5:20:57 pm

Hello

Here are my top of mind thoughts.

My concerns are the low lying nature of this property and sea level rise and erosion effects on a development with hundreds of homes. It is a big leap from single house zone to such high density and will have significant traffic effects on the Wiseley/Clark/Hobsonville Rd uncontrolled intersection which is already getting more dangerous as Hobsonville Point and Scott Point develop as high density areas.

From: Nicola Holmes <s 9(2)(a)>
Sent: Thursday, 27 May 2021 11:53 AM
To: Councillor Wayne Walker <s 9(2)(a)>; Councillor John Watson <s 9(2)(a)>; Goldie Feinberg <s 9(2)(a)>; Councillor Chris Darby <s 9(2)(a)>; Councillor Linda Cooper <s 9(2)(a)>; Tau Henare <s 9(2)(a)>; Leesah Murray <s 9(2)(a)>; Catherine Taylor <s 9(2)(a)>
Subject: URGENT: COVID-19 Recovery (Fast-Track Consenting) Act 2020

Dear Cllr Watson, Cllr Walker, Cllr Darby, Cllr Cooper, Ms Feinberg, Ms Taylor, Mr Henare and Ms Murray,

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I am contacting you to let you know that we have received this request from Ministry for the Environment. The specialists and asset owners are currently reviewing the information, if the review raises one of the 'red flags' we will come back to you in a few days for comment/endorsement of our feedback. No formal feedback is required from yourselves at this stage.

Please find attached the MfE Consultation letter and the application material can be found in this link: s 9(2)(ba)(i)

Regards,

Nicola Holmes
Principal Specialist - Planning
Northwest Resource Consenting | Resource Consents
Phone s 9(2)(a)
Auckland Council, 6 Henderson Valley Road, Henderson, Auckland
Visit our website: www.aucklandcouncil.govt.nz

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the Official Information Act 1982

s 9(2)(a)

Thank you for forwarding this information to us. We are certainly interested in any more details that come though in relation to this application as we have a number of concerns.

John Watson | Councillor
Albany Ward
Mobile [REDACTED] s 9(2)(a)

s 9(2)(a)

The Council has received a request from the Ministry for the Environment for comments on an application that is under consideration for the COVID-19 Recovery (Fast-track) Consenting Act 2020. The project is described as follows:

Address: 4 Scott Road, Hobsonville

[illegible]

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Please find attached the MfE Consultation letter and the application material can be found in this link:

s 9(2)(ba)(i)

Regards,

Nicola Holmes

Principal Specialist - Planning

Northwest Resource Consenting | Resource Consents

Phone | s 9(2)(a)

Auckland Council, 6 Henderson Valley Road, Henderson, Auckland

Visit our website: www.aucklandcouncil.govt.nz

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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)	Brian Wolfman, Senior Development Planner
	s 9(2)(a)
	s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	Scott Road Development
General comment	<p>Auckland Transport appreciates the opportunity to provide assistance to the Minister in the assessment of this proposal.</p> <p>Auckland Transport has reviewed the application documents submitted with the Project. Auckland Transport is neutral as to whether the Project is approved for referral. From an initial review, the proposal appears to be in accordance with the purpose of the COVID 19 (Fast Track Consenting) Act 2020.</p> <p>If the Minister were to decide to accept the application for referral, Auckland Transport requests that information is provided to the expert consenting panel with any consent application lodged to address the matters identified in this response, and that direction is provided to the Panel to invite comment from Auckland Transport. There are some outstanding matters and specialist input required to inform the determination of the application by the expert consenting panel for decision-making for which engagement with Auckland Transport would be beneficial. There are also specific design matters that will need to be considered to ensure an appropriate development outcome – these are identified below.</p> <p>As outlined below, Auckland Transport requests that the applicant is required to provide an Integrated Transport Assessment to support their development and that this is requested under s24(2)(d) of the Act. This is considered particularly relevant in this scenario as Auckland Transport does not currently have the level of assessment required (AEE, an Integrated Transportation Assessment (ITA) and Road Safety Audit) to determine the effects of the proposal.</p>
Other considerations	<p>Pre-application advice was provided to the applicant. No amendments appear to have been made to the Project since the pre-application discussions.</p> <p>The Auckland Unitary Plan (AUP) E27.9(5) requires major proposals for discretionary activities to prepare an Integrated Transport Assessment (ITA) including provision for pedestrians, cyclists, public transport users, freight and motorists. Any new activity or change to an existing activity which is not specifically provided for in the activity tables in the applicable zone is a non-complying activity and also requires an ITA.</p> <p>The scope of the ITA should include an assessment of but not limited to:</p>

- **Speed Mitigation**

Roads within the development should have a design speed of 30km/hr and appropriate traffic calming measures to achieve this. The consideration of speed reduction measures at intersections is also necessary. Speed management is critical to an assessment of the provisions in the AUP that relate to 'safety' and is required to have regard to the principles of the Auckland Transport 'Transport Design Manual' and the 'Vision Zero for Tāmaki Makaurau A Transport Safety Strategy and Action Plan to 2030' which is a relevant other matter to consider in the context of s104 of the Resource Management Act.

- **Scott Road/Ngaroma House/Clark Road Intersection**

The proposal will likely generate additional traffic movements on the Ngaroma House/Clark Road/Scott Road intersection. The ITA needs to consider whether there are any changes to this intersection required in terms of mitigation. This consideration should place a particular emphasis on the safe movement of all users of this intersection across all legs.

- **Public Transport**

A future bus route will service the development on Scott Road. To enable this, a bus stop (including shelter) should be required to be provided by the developer on their side of Scott Road. Kassel kerbs have been installed on the opposite side of Scott Road and the bus stop would need to tie in with that (nose to tail) with a safe crossing refuge to be included. The bus stop will need to be designed as a floating bus stop to enable safe cycling movements past the bus stop and shelter.

Enabling access to the bus network is needed to respond to Policy 10 in Chapter E38 AUP which requires subdivision to 'provide street and block patterns that support the concepts of a...connected neighbourhood including...a road network that...is connected to public transport.'

This is also required to respond to Policy 17 in E38 of the AUP which 'requires sufficient road reserves to accommodate the needs of different types of transport modes.'

- **Rubbish/Waste Serving**

If public waste collection is proposed, a 10.3m long truck needs to be able to turn around. Bends in the road (for instance Road A outside Block D2 or Road C outside Block C3) need to be checked for vehicle tracking, tracking detail should be provided with the application.

- **Internal Road Layout**

The Scott Point Precinct Plan indicates a single connection on to Scott Road from this site. The ITA should consider whether it is necessary to limit the number of vehicular intersections with Scott Road and the requirements for pedestrian/cycle access to retain connectivity benefits.

There are three cross-roads within the site and the design of these intersections and the appropriate treatment needs to be considered. This should cover options such as mini-roundabouts or raised intersection treatments and the safe access and crossing for all users including the location of necessary pram crossings..

Such measures are required to respond to Policy 10 of Chapter E-38 of the AUP which outlines that a subdivision needs to ensure 'a road network that...is easy and safe to use for pedestrians and cyclists.'

A walking and cycling connection should be included where Road E terminates at the south end through the JOAL, to provide active modes connectivity. The rear pedestrian access to lots should be redesigned so that they allow for a 2.5m wide minimum connection across proposed blocks and between proposed streets.

A "Coastal Walkway" as defined in the Scott Point Precinct Plan in the AUP is required and should ensure the path has passive surveillance from proposed lots facing Limeburner's Bay.

- Street Design

The application should consider and have regard to the guidance provided by Auckland Transport's 'Transport Design Manual (Urban Street and Road Design Guide)'. The application should include justification and the design philosophy for the street and outline the capacity required for each user and also provide sufficient consideration of the needs of utilities. There will be matters relating to the street design that overlap with the scope of the ITA and they will be iterative considerations.

To reinforce the comments previously made through the pre-application process:

- Landscaping should maximise the use of trees to provide shade in summer, contribute to, and reinforce the residential nature of the proposed streets.
- There is no back berm shown on the drawings provided, which would place the footpath hard up against the property boundaries. This does not leave space for light poles and service cabinets / covers or other utilities and these cannot be located underneath the footpath as expensive digging up of the path will be required any time works are needed. More importantly, it makes it harder for drivers exiting the JOALS to see pedestrians. Back berms should be included in the road design utilising the existing proposed space within the road corridor.
- Consideration should be given to the appropriateness of long straight roads and whether they encouraging speeding and the degree to which this complements or works against any proposed traffic calming measures to achieve a 30kph design speed.
- Consideration should be provided of the appropriate provision of parking and justification given to the approach of either on-street or Indented parking spaces and to how this design works to support the speed management measures. The design needs to ensure that it does not create pinch points for people on bikes where there are long gaps between parked vehicles. These measures also ensure Policy 10 of Chapter E-38 of the AUP is adhered to - requiring subdivision to include 'a road network that...is easy and safe to use for pedestrians and cyclists.'
- Speed reduction measures are necessary to achieve a 'Vision Zero' road network to ensure potential collisions will not result in a death or serious injury, particularly to pedestrians and cyclists who have a high chance of surviving a collision with a vehicle at 30kph.
- The development will need to upgrade the Scott Road frontage of the site to include kerb and channel, berms, footpath and separated cycle path. The Scott Road upgrades will need to transition to tie into existing facilities. This is needed to respond to Policy 17 in Chapter E38 of the AUP which 'requires sufficient road reserves to accommodate the needs of different types of transport modes.' While cycling is legal on the existing road, it does not meet the needs of all ages and abilities of cycling due the road anticipated as being a collector level in terms of traffic volumes (over 2000 veh/day).
- The detail of any proposed stormwater devices located in the road reserve needs to be provided. It should be noted that the Auckland Transport requirement at Engineering Plan Approval stage is for fewer, larger communal devices. Small pre-cast raingardens will not be accepted and hence the street design needs to take account of the spatial requirements of larger devices.

[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.

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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 Limited
Contact person (if follow-up is required)	Nita Dharmadhikari
	Developments Engineer, Developer Services, Watercare
	s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	4 Scott Road, Hobsonville, Auckland
General comment	There are capacity constraints in the local water supply network, and upgrades are required. A wastewater pump station will be required to service this development and is to be funded and built by the developer.
Other considerations	<p>Overall Summary:</p> <p>The proposal for a mixed-use development located at 4 Scott Road, Hobsonville Auckland. The proposal is for:</p> <ul style="list-style-type: none">• Approximately 426 residential units• 162 units build by Kiwibuild (91 apartments, 71 townhouses)• 264 units – to be put on the private market<ul style="list-style-type: none">• The two-bedroom dwellings= 140 (68m2)• Three bedrooms = 153 (80m2 to 90m2)• The four-bedroom dwellings =6 (183m2)• The 1-, 1.5- or 2-bedroom walk-up units = 126 <p>No water and wastewater flow or water supply-demand data were provided as part of this application. The assessment below is based on the information provided by the application as part of the consultation application with Watercare (CON #74371).</p> <p>Water Supply:</p> <p>There are constraints identified in the current water supply network, and without network improvements, there is not sufficient capacity to supply this development.</p> <p>Due to the number of consented developments within the Scott's Point area, the two existing 180mm water main located on Scott Road have reached capacity. Therefore, to enable 4 Scott Road development to occur, additional water main is required to provide water capacity and resilience.</p> <p>A new 250mm OD (200mID) water main is required to link the existing 250mm OD on the Joshua Carder Drive and to the two 250mm ODs water mains on Squadron Drive and continuation of the water mains to Joshua Carder Drive to the north.</p>



The 4 Scott Road development will need to install the new watermain with this road construction to complete this loop. Watercare understands that the northern section (past the roundabout) falls into a recently approved Resource Consent for another developer. The plans show they will complete sections of the 250mm OD in the north. The applicant for 4 Scott Road will need to liaise with this development to confirm the timing to enable connectivity. The 250mm OD loop is completed before the first house is connected at 4 Scott Road. If it is not completed by other developers, the applicant of 4 Scott Road will be responsible for installing the new watermain at their cost.

Wastewater:

Watercare has assessed the proposed option to service this site. The preferred option for servicing this site is a new wastewater pump station at 4 Scott Road and a rising main pipe to connect into the existing network. This pump station will need to have the capacity to service this development. The cost of the pump station will need to be fully funded by the developer.

For the new pump station, the key considerations are:

- The rising main and discharge location from the new pump station must be suitably designed and built to work with original servicing considerations and the existing infrastructure for Scotts Point. Particular attention must be given to the likelihood of high hydrogen sulphide levels at the discharge location, particularly if there are multiple rising main discharges.
- The discharge location will be dependent on detailed design and a capacity assessment of the downstream infrastructure. The location is anticipated to be between manhole 1392247 and 2705197. However, this is subject to confirmation of suitable capacity in the downstream network and design considerations within the manhole being capable of supporting an additional rising main discharge.
- An emergency overflow to stormwater or directly to the receiving environment will need to be constructed and authorised by network discharge consent.
- The applicant must obtain approvals required to meet the conditions of the Watercare Network Discharge Consent.

[Insert specific requests for comment]

The developer will need to confirm that they will undertake and fund the infrastructure requirements set out in these comments.

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.

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