

16 June 2022

Ministry for the Environment  
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Attention: Stephanie Frame

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Dear Stephanie

COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Jervois Quay Project – Response to request for further information (BRF-1465)

I refer to your letter of 2 June requesting further information in respect of the above project. Please see below responses to each of the matters raised in your letter.

## Stormwater

As outlined in your letter, the project includes a proposal to build over an existing stormwater culvert. The applicant, MFC Development Limited Partnership, has been in discussions with Wellington Water (WW) regarding this aspect of the proposal. The applicant has offered a solution to WW whereby the easternmost grid of the building (which is where the building crosses the culvert) would be cantilevered from Level 1 up (approximately 6 metres above ground level), such that there are no foundations or base isolators below this section of the building. A light-weight structure that can be easily dismantled would be constructed at ground level; in the event that the culvert ever needed accessing from above (whether for replacement or repairs) this can be achieved without adversely affecting the use of the building. The applicant is considering locating bike parking in this area as this can be temporarily displaced without a major impact on building occupants. WW is considering this option but has initially indicated that it would be a workable solution.

In response to your specific questions:

- (a) With the above cantilever option, there would be no requirement to alter or upgrade the public stormwater culvert.
- (b) Given the response to (a), the applicant confirms that there would be no approval required from WCC or WW for alterations to the culvert, and as such, no impact on delivery timeframes.

## Wastewater

The applicant is in the process of completing a Detailed Seismic Assessment of the underground wastewater tank at the western end of the site, which is proposed to be partially built-over as part of the applicant's development. The initial findings by geotechnical engineers completing the DSA are that the tank is in good condition and well-founded within the alluvium beneath the site. The DSA has considered both 1 in 1000 and 1 in 2500-year events, and also projected conditions in a

hundred years' time, taking account of liquefaction risk in the event of sea level rise and high tides. The tank is expected to hold in place with only the smallest displacement (within tolerances) in all scenarios. As such, it is not anticipated to require repair or replacement in such events. The addition of the building may remove some of the material sitting over that part of the tank beneath the development, which may reduce the "hold down" effect on the tank; accordingly, while the applicant is awaiting final findings from its structural engineers, it is anticipated that some minor additional anchoring at the tank's eastern end may be required to counteract this potential impact. The applicant is hoping to meet with WW in the week commencing 20 June to discuss the above findings and anticipates finding a workable solution to satisfy WW's requirements, thus enabling the development to proceed as currently designed.

In response to your specific questions:

- (a) As noted above, the applicant intends to address the concerns around the tank through confirming its existing resilience and how this can be maintained following the development's completion, such that there is very limited risk that the tank would need repair during the life of the building. At present, indications are that a small amount of anchoring at the tank's eastern end would maintain the currently satisfactory status quo.
- (b) The design of the proposed anchoring will need approval from WW. The applicant is confident that given its minor nature, this will be achievable within the wider project timeframes.
- (c) While yet to be confirmed, it is likely the applicant will meet the cost of the additional anchoring. The applicant has to date met the costs of the DSA.


#### Transport/Roading

The project initially had a loading zone provided within the building's ground floor; however, due to spatial limitations, the loading zone was not compliant with WCC District Plan requirements. Accordingly, the applicant (with the support of WCC's traffic advisers) looked at a loading zone on the legal road adjacent to the building in Wakefield Street, where an out-of-use bus stop is currently located. As part of this exercise, the applicant investigated the likely loading requirements of the building and determined that these would be minimal, given the nature of the uses within. In light of the information provided, the applicant's traffic engineer Stantec was able to recommend the loading zone being located on legal road adjacent the building.

No other works are anticipated to be completed on public roads as a result of the development. The approval of WCC to the loading zone will be required in due course, but this is not anticipated to impact on the overall project timeframes (as the 3-year design and construction programme provides ample time to obtain such approvals).

Yours sincerely

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Senior Development Manager