



DATE: 22 March 2023
TO: Zen Gerente (Senior Analyst, Fast-track Consenting Team)
FROM: Philip Brown (Director, Campbell Brown Planning Limited) and Michelle Kemp (Principal Planner, Campbell Brown Planning Limited)
SUBJECT: FURTHER INFORMATION RESPONSE – METLIFECARE WHENUAPAI

Dear Zen,

I refer to your email detailing a request for further information received 20th March 2023.

This letter serves as a response to those requests, and is supported by accompanying documents, which should be read in conjunction with this letter:

| Name | Author |
|-----------------------|-------------------|
| Site Survey Plan | Harrison Grierson |
| Engineering Response | Harrison Grierson |
| Geotechnical Response | ENGEO |

Our responses in reply to the comments in your email are as follows:

1. *Confirmation that the project will not impact on the easement registered on the title, in favour of the adjacent lot.*

Response:

The proposed development will not impact on the easement registered on the title, relating to a right of way and providing for the supply of water, power, and telephone services for the neighbouring site to the south (Tōtara Landing).

It is anticipated that the easement over the site will be removed by the Neil Group (Tōtara Landing developers). However, in the event that the easement is not removed within the FTCA timeframes, the proposed development will be designed to avoid any impact on the easement. The proposal currently provides for the majority of the easement within the proposed accessway along the southern boundary of the site, with the exception of two villas which are currently proposed to be located in the easement area.

Due to the masterplan being a concept design, we can confirm that, if the easement has not been removed, the villas within the easement area will be relocated. This will ensure that the entirety of

the easement area is free from buildings and can legally be used for the intended purpose, notwithstanding the confirmation that the Neil Group does not require use of the easement for their proposed development.

The proposed development will not impact on the registered easement, as the easement will either be surrendered, or the proposal's layout altered to ensure the easement area is free from buildings.

2. A copy of the now MHWS and intended 20m setback.

Response:

Please refer to the attached site survey plans which show the MHWS and 20m setback.

3. The project provides for a neighbourhood park in the general location intended by the Whenuapai Structure Plan (WSP). Please provide any additional information, if available on the size and use of the park intended by the WSP, or on any engagement had with AC on the space and access to it.

Response:

The proposed Headland Park will be approximately 0.3ha and is in keeping with what is proposed under the Whenuapai Structure Plan (WSP). The WSP envisages a network of approximately 14 neighbourhood parks of around 0.3 to 0.5 hectares for passive recreation. The proposed Headland Park is in keeping with the anticipated size and provides ample open space for passive recreation (recreation activities that do not require recreational facilities such as sport fields) to occur. Passive recreation activities include but are not limited to walkways, picnic areas, and landscaping features. The development already proposes a coastal walkway and landscaping within the Headland Park area, and other passive recreation activities, such as picnic areas for social gatherings, could be easily accommodated for within the Headland Park area.

The WSP also outlines that the proposed parks should be accessible by most residents within a 400m walk. Public access will be provided via an easement that will grant the public access to both the proposed Headland Park and the coastal edge of the site where a coastal pathway is proposed. The proposed Headland Park will be accessible via the coastal edge of the site that connects to the neighbouring Tōtara Landing development, which also contains a neighbourhood park. The proposed easement is considered an appropriate mechanism to ensure the public have access to the Headland Park and can make use of the park for recreational and social activities. We also note that an additional 0.3ha neighbourhood park is proposed within the Whenuapai Green development located at 98-100, and 102 Totara Road, Whenuapai. Consultation with Auckland Council Parks was undertaken during Stage 2 of the fast-track process and this park is intended to be vested in Auckland Council as a recreation reserve.

Whilst no direct engagement has been undertaken with Auckland Council regarding the proposed Metlifecare Headland Park, it is considered that the proposed park is in keeping with what is proposed under the WSP (prepared by Auckland Council) and achieves the use anticipated for the area. The

proposed Headland Park, and the access to it, will also be managed and maintained by the applicant, with no cost incurred by Auckland Council. This is considered to provide an optimal outcome for both Auckland Council and the public, through providing open and usable space that can be enjoyed by the future residents and the wider public.

The proposed Headland Park is in keeping with the WSP by being of the envisaged size, providing suitable access to the public and achieving the intended use of neighbourhood parks under the plan, whilst also providing an area that significantly increases the amenity and open space for the proposed development.

4. Confirmation of any consenting requirements of works in the Ecological Area Overlay and the Coastal – General Marine Area.

Response:

It is confirmed that there are no reasons for consent within the Significant Ecological Areas Overlay (SEA) and the Coastal – General Marine Zone (GMAZ).

The structure for the proposed stormwater outlet will be constructed outside Mean High-Water Springs and, therefore, no additional reasons for consent are required within the SEA or GMAZ. Please refer to the attached email from the applicant's engineers confirming this.

We note that the referral decision needs to be made jointly by the Minister for the Environment and the Minister of Conservation if any part of the project would occur in the coastal marine area (CMA) under Section 16 of the COVID-19 Recovery (Fast-track Consenting) Act 2020. Given that no part of the project will occur in the coastal marine area, the referral decision no longer needs to be made by the Minister of Conservation.

5. Whether any other approvals are required, have been obtained for works on land owned by others (i.e., road reserves) or for vesting of land included in the project (i.e., Auckland Transport). If not, whether obtaining any required approvals would impact on the timing of the project and therefore the investment certainty objective of the FTCA.

Response:

As outlined in the application material, asset owner approval from Auckland Transport has not been obtained, however, it is considered that obtaining approval will not impact on the timing of the project. The proposed road upgrades are anticipated to be required by Auckland Transport and any liaison required regarding the exact details of the road upgrades is anticipated to be able to be determined within the timing of the FTCA.

The proposed road upgrade works such as minor road widening, new pedestrian footpaths along the site's frontage and a pedestrian refuge crossing are considered to be aspects that Auckland Transport would require with any development of this scale, and approval for these works is considered to be obtainable within the timing of the FTCA. Upgrading of infrastructure is an expectation that will simply be subject to meeting Auckland Transport's engineering design standards.

Should the Totara Landing application be successful, the proposed works within the road reserve can also be coordinated with the Neil Group who are undertaking the Tōtara Landing development to the south. The applicant and the Neil Group will liaise directly regarding all works within the road reserve, which will include discussions on the proposed bus stops to ensure a suitable number of bus stops are provided. It is also noted that the works within the road reserve will be designed in accordance with what is proposed in relation to the nearby Whenuapai Green development, which has already gained approval from Auckland Transport within the FTCA timeframes.

It is therefore considered that the proposed urbanisation of the site requires these works within the road reserve to occur and, based on Auckland Transport's approvals for Whenuapai Green, the proposed works for this proposal can also be approved within the FTCA timeframes and will be consistent with the surrounding road upgrades.

6. *Confirmation that the intended underground stormwater detention tanks are located outside of the 20m setback from MHWS and able to be delivered.*

Response:

Please refer to the attached email from the applicant's geotechnical engineer confirming that the underground stormwater tanks are located outside of the 20m setback from MHWS and are able to be delivered.

7. *Provision for wastewater is via a pump station proposed as part of the adjoining Totara Landing Project. As this work is yet to be consented and delivered, please confirm the project's viable alternative provision for wastewater to service the scope of the project.*

Response:

The proposed wastewater servicing arrangement highlighted in the application is still the preferred option, being a wastewater connection to the proposed wastewater pump station located at the end of McKean Road (adjacent to the neighbouring Tōtara Landing development). It is considered that this option will suitably service the proposed development for wastewater services. The wastewater pump station is proposed as part of the Whenuapai Green development, currently progressing under stage 2 (resource consent) of the FTCA process. We are aware that extensive consultation with Watercare services has been undertaken regarding the pump station and that it is the preferred option to service Whenuapai Green, the Metlifecare site, and the wider catchment. Metlifecare is not reliant on NCL installing this infrastructure. In the event that Whenuapai Green did not proceed, Metlifecare has the financial capability to install this infrastructure. However, in the unlikely event that this option is not viable, or does not proceed, the below alternative option is proposed by the applicant's engineer:

An alternative scenario to pump station is to utilise a low-pressure system. A low-pressure system utilises a number of individual pump and storage area which then pump to a common rising main. It is proposed to provide 1700m WW raising main and 3 public WW Pumps along

Totara Road to connect it to the existing WW manhole. Please see below plan. Depending on the timing of development we consider such a system warrants further consideration.

We note that this alternative option does not rely on any third parties and would be established and funded by the applicant if required. As such, the alternative option would also satisfy the investment certainty objective of the FTCA.



I trust that this information is sufficient to address the above issues. We are happy to discuss further if necessary.

Yours sincerely,

Philip Brown
Director / BTP/ MNZPI
Campbell Brown Planning Limited

Michelle Kemp
Principal Planner / BSocSc (Hons) MEP / MNZPI
Campbell Brown Planning Limited