



27 November 2020

Ministry for the Environment  
PO Box 10362  
Wellington 6143

Attention: Sara Clarke

Email: fasttrackconsenting@mfe.govt.nz

Dear Sara

**FAST TRACK APPLICATION ON BEHALF OF CPM 2019 LIMITED**

**1. INTRODUCTION**

- 1.1 As you know, we act for CPM 2019 Limited ("CPM" or "the applicant"). CPM has applied to the Minister for the Environment to refer the Nola Estate project to an expert consenting panel for consideration under the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act).
- 1.2 Thank you for your email dated 13 November 2020 attaching a letter requesting further information in respect of CPM's application.
- 1.3 The purpose of this letter is to respond to the request for further information, as well as providing further details on other important matters. It has been prepared with the input of CPM's project team, which includes planning, urban design and traffic input.
- 1.4 The Ministry has requested the following further information:
- (a) Evidence of the investment certainty of the project, including the expected process and timeframe for securing KiwiBuild's commitment;
  - (b) Funding and development options if the KiwiBuild partnership is not successful; and
  - (c) The scope, operation and potential effects of the proposed café and commercial activities.
- 1.5 This letter addresses your request as follows:
- (a) Investment certainty, which addresses your questions (a) and (b) (Section 2);

- (b) The proposed café and commercial activities, which addresses your question (c) (Section 3);
- 1.6 We also provide an update on the design process, following completion of traffic modelling and design assessment, as follows:
- (a) Changes from version 10 to version 15 of the scheme plan (Section 4);
  - (b) Traffic management (Section 5);
  - (c) Urban design matters (Section 6);
  - (d) Timing of an order in Council (Section 7); and
  - (e) Conclusion (Section 8).

## 2. INVESTMENT CERTAINTY

### Kiwibuild

- 2.1 The application is with KiwiBuild for Ministerial approval and the applicant expects to receive confirmation from the Minister in four weeks' time i.e. on or before 18 December 2020.
- 2.2 **Attached** to this letter as **Annexure A** is a letter dated 18 November 2020 from Kiwibuild confirming Kiwibuild's intent to underwrite financial funding for 140 plus units.

### Private funding

- 2.3 Francois Beziac, director of CPM, is also a director of a related entity, Aedifice Limited trading as Aedifice Property (which is a shareholder of CPM).
- 2.4 Aedifice Property has agreement in principle for private funding for the entire development so that the project is not dependent on receiving KiwiBuild funding.
- 2.5 We **attach** as **Annexure B** a letter from Aedifice Property confirming that private funding has been secured. Given KiwiBuild's strong support of and commitment to the project, the applicant has not yet taken steps to formalise the alternative private funding but could do so easily and quickly if the relevant Minister declines the Kiwibuild application.

## 3. THE PROPOSED CAFÉ AND COMMERCIAL ACTIVITIES

### Scope

- 3.1 The scope of the café is that it is a small business selling food and beverages for consumption on the premises.
- 3.2 If the café was located outside of the integrated residential development ("IRD") and was assessed as a separate activity, it would have an activity status of discretionary.<sup>1</sup>

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<sup>1</sup> AUP, H3 Residential – Single House Zone, H3.4.1(A17) "Restaurants and cafes up to 100m<sup>2</sup> gross floor area per site".

- 3.3 The scope of the commercial activities has not yet been decided but it is expected that these would be local-orientated service sales activities and could include activities such as a hairdresser/barber, gym/yoga studio, restaurant, offices, or healthcare facilities such as a doctor, dentist, or physiotherapist.
- 3.4 If the commercial activities were located outside of the IRD, a hairdresser/barber and gym/yoga studio is not provided for in the relevant activity table of the AUP and would all be non-complying activities.<sup>2</sup> A restaurant up to 100m<sup>2</sup> GFA would be a discretionary activity.<sup>3</sup> An office would be a non-complying activity and a healthcare facility up to 200m<sup>2</sup> GFA would be a restricted discretionary activity.<sup>4</sup>
- 3.5 In respect of the café and commercial areas, it is anticipated that these are not destination activities and, instead, will be used predominantly by locals or those visiting Parrs Park, opposite the site on the other side of West Coast Road.

### **Operation**

- 3.6 The café will be sold as a freehold unit. The operation of the café is anticipated to occur daily, without an evening dinner service. In that regard, it is expected that the café would be open five to six days a week until the late afternoon.
- 3.7 The applicant has not yet confirmed the nature of the commercial activities and so is unable to confirm the hours of operation of those businesses.

### **Potential effects**

#### *Introduction*

- 3.8 Civix have advised that the key effects of concern for cafes and commercial activities in residential zones are:
- (a) Noise;
  - (b) Traffic;
  - (c) Odour; and
  - (d) Retail / economic.
- 3.9 We address these below, but first – as the design and layout of the site enables proactive management of most of these effects, we address these aspects first.

#### *Layout and design – scale of activities*

- 3.10 In both the case of the café and the commercial activities, the magnitude of effects is limited by the scale of the premises. None are over 100m<sup>2</sup> GFA, which includes any back-of-house functions. As a result, the number of staff, customers and stock at any one time is tightly limited.
- 3.11 This limited scale means that the businesses are highly unlikely to become destination retailers, instead they are much more likely to focus on servicing the day-to-day needs of the local community. As such there are no material retail

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<sup>2</sup> Ibid, (A1).

<sup>3</sup> Ibid, (A17).

<sup>4</sup> Ibid, (A1) and (A27), respectively.

effects. We have verbally confirmed this with CPM's economic advisor Adam Thompson of Urban Economics.

- 3.12 CPM also intends that the café and commercial activities would have to comply with all of the relevant development standards that protect residential amenity, i.e. the permitted activity performance standards for noise, odour, traffic and parking.

*Traffic / parking*

- 3.13 It is not expected that this will be a destination activity, the limited scale of individual businesses and the grouping as a whole means that most customers will either walk to the shops or be driving past anyway. As such, there are not expected to be any material effects from traffic.
- 3.14 The traffic memorandum from Todd Langwell of Traffic Planning Consultants Limited at **Annexure C** confirms this.

*Noise*

- 3.15 The AUP limits permitted noise in residential zones as follows:

**Table E25.6.2.1 Noise levels in residential zones**

Time	Noise level
Monday to Saturday 7am-10pm	50dB LAeq
Sunday 9am-6pm	
All other times	40dB LAeq 75dB LAFmax

- 3.16 We have verbally confirmed with CPM's noise expert Jon Styles of Styles Group that it is reasonable to expect that a daytime café with a 6.2m buffer to adjoining residential properties could be designed and constructed to achieve the permitted activity noise limits, provided that appropriate operational conditions were imposed.

*Odour*

- 3.17 The AUP limits odour as contained in chapter E14. The permitted activity standards include that:<sup>5</sup>

*"The discharge must not cause noxious, dangerous, offensive or objectionable odour, dust, particulate, smoke or ash beyond the boundary of the premises where the activity takes place."*

- 3.18 Cafés are commonly found in amongst Auckland's residential zones and are expressly provided for in the relevant zones. A purpose-built café would be required to have fit for purpose odour control which meets this requirement.

- 3.19 The other commercial activities are not expected to have an odour generating component.

<sup>5</sup> AUP, E14 Air quality, E14.6.1.1.(2).

### *Economic*

- 3.20 As noted above, the limited scale means that the businesses would not become destination retailers, instead they are much more likely to focus on servicing the day to day needs of the local community. As such there are no material retail effects. We have verbally confirmed this with CPM's economic advisor Adam Thompson of Urban Economics.

## 4. **REVISION 15 OF THE SCHEME PLAN**

- 4.1 In an email to Rebecca Perrett dated 4 November 2020, we provided a copy of the feedback received following the applicant's attendance at an Auckland Urban Design Panel ("UDP") meeting on 22 October 2020.

- 4.2 In our email we noted that an important outstanding matter was the roading layout which, once confirmed, would allow for the housing layout and location of the commercial services to be finalised as well as then allowing for the preparation of a private landscaping plan.

- 4.3 We **attach** revision 15 of the scheme plan as **Annexure D**. This incorporates traffic and urban design feedback received from Auckland Council following a pre-application meeting on 9 September 2020 as well as the feedback from the UDP.

- 4.4 The key features of this revision include:

- (a) Relocation of the intersection with West Coast Road approximately 15m east;
- (b) Reconfiguration of the commercial area, located either side of the road into the site from West Coast Road;
- (c) Amendments to the orientation of the housing located adjacent to West Coast Road, so that the outdoor living spaces face internally, rather than the road. This also breaks up the building bulk along West Coast Road;
- (d) A reconfiguration of the internal roading layout, from four rear lanes to five cul-de-sacs. This assists also to break up the building bulk along the edge of the site;
- (e) Inclusion of 36 three-storey, three-bedroom units in the centre of the site;
- (f) Inclusion of 48 three-storey, four-bedroom units in the centre of the site;
- (g) Amendment to the treatment of the boundaries in terms of the density, bulk and mass of housing; and
- (h) Providing for a future connection to land to the south owned by Panuku Development Auckland.

## 5. **TRAFFIC**

- 5.1 Since the application was filed with the Ministry, the applicant has completed its traffic modelling and, as part of that, has considered whether West Coast Road can accommodate an intersection and, if so, where best to locate that intersection. A copy of the advice received from the applicant's traffic expert is **attached** as **Annexure C**. In short, the advice received is as follows:

- (a) The existing roundabout can accommodate the additional vehicles flows resulting from the addition of an intersection with West Coast Road (left in-left out access only), including a high proportion of traffic making U-turns as a replacement to not having a right turn onto West Coast Road;
- (b) The intersection location is proposed to be located between the dairy and the eastern boundary of the site, slightly further east than in revision 6;
- (c) The applicant considered moving the intersection further east. However, there is an existing zebra crossing located on West Coast Road. A eastern location for the intersection would require the relocation of the zebra crossing. Relocating the zebra crossing closer to the roundabout to the west would result in additional safety concerns that would negate the benefits of a greater separation from the roundabout;
- (d) Locating the intersection on the eastern boundary will also conflict with the existing access for 458 West Coast Road; and
- (e) As a result, the optimal location for the West Coast Road intersection is about halfway between the existing dairy vehicle crossing and the zebra crossing. This places it as far east from the roundabout as possible without conflicting with vehicle crossings and sufficiently clear of the roundabout.
- 5.2 As such, revision 15 of the scheme plan reflects the best practical location for the intersection with West Coast Road.
- 5.3 Auckland Transport have indicated that the provision of an intersection is an option they would consider, as recorded in the pre-application meeting minutes:<sup>6</sup>

*"If vehicle access onto West Coast Rd is absolutely necessary, it will be required to be a left-in, left-out access arrangement. This will need to be sited further away from the intersection, ideally where the 'Lane' is proposed, which has a single approach lane. An extended solid median island would also be required to prevent right turns."*

- 5.4 The scheme plan provided to Auckland Council ahead of the pre-application meeting was revision 6. As such, the 'lane' referred to in the quote above is a one-way entry located on the eastern boundary of the site. As noted above, from the results of the transport modelling and an assessment of the existing roading network, locating the intersection on the eastern boundary is not the optimal location.
- 5.5 The intersection is required to comply with the standards in the AUP, chapter E27 Transport. Specifically, a Vehicle Access Restriction applies as the site has a frontage to an arterial road. The intersection must comply with Standards E27.6.4.1(2) or E27.6.4.1(3) to be considered a restricted discretionary activity. The location of the intersection has been designed to comply with these standards. The location proposed by Auckland Transport in the pre-application minutes would infringe these rules as it would be too close to an existing driveway.

6. **URBAN DESIGN**

- 6.1 Following attendance at UDP meeting on 22 October 2020, the applicant has addressed as far as practicable the feedback received.

**West Coast Road boundary**

- 6.2 The applicant has reconfigured the housing that fronts West Coast Road, breaking up the boundary treatment in terms of density, bulk and mass. There are now only six properties that front West Coast Road, with the additional housing orientated west-east, allowing for the outdoor living spaces to receive northern sun. The purpose of the amendment is also to ensure the boundaries of the site better complement the relationship to the surrounding Single House Zone land.

**Glengarry Road and eastern boundary**

- 6.3 The applicant has amended the housing fronting Glengarry Road and along the eastern boundary, breaking up the blocks of terraces and reorientating some of the housing.

**Southern boundary**

- 6.4 The applicant has ensured that access to the land owned by Panuku to the south is provided, should that land be developed in the future.

**Additional information**

- 6.5 The applicant has followed the advice of its experts in conjunction with the feedback of the UDP to achieve the best design outcome for the site.
- 6.6 The site is large enough to accommodate change in its design, without materially affecting the deliverability of a high number of affordable residential units. This is demonstrated by the fact that the applicant is now on revision 15 of its design, and while the total residential unit capacity is slightly less than was originally proposed, the reduction in affordable houses is not material.
- 6.7 We **attach** as **Annexure F** a letter from the applicant's urban designer, Ian Munro, confirming his support for revision 15.
- 6.8 While revision 15 is the applicants preferred design, should the expert consenting panel consider that further improvements could be made, then the applicant is open to discussing that with them.

7. **TIMING OF AN ORDER IN COUNCIL**

- 7.1 If the Minister is minded to refer CPM's application to an expert consenting panel, CPM is seeking to progress the application as quickly as possible.
- 7.2 We appreciate that there will be a break over Christmas and New Years and that the first Cabinet meeting is not until after Waitangi weekend, in February. If there was an opportunity for the Minister to consider progressing an authority for power to act in January, in advance of the Cabinet meeting, then CPM would be very grateful to the Minister for that.

8. **CONCLUSION**

8.1 Please contact us if you have any questions.

Yours faithfully  
**BERRY SIMONS**



**Andrew Braggins | Tamsin Gorman**  
Partner | Solicitor

DDI: [REDACTED]  
Mobile: [REDACTED]  
Email: [REDACTED]

yours faithfully  
**CIVIX**



**Nick Mattison**  
Director

Mobile: [REDACTED]  
Email: [REDACTED]

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**ANNEXURE A – LETTER FROM KIWIBUILD**

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18/11/2020

CPM 2019 Ltd  
Auckland  
Attention: Nathan Treloar

Dear Nathan,

**Nola's Orchard - West Coast Road, Glen Eden**

We are pleased to confirm that the Nola's Orchard project passed at the Investment Delivery Committee meeting held on 16 November 2020. The next step is ministerial approval from the Minister of Housing and the Minister of Finance. The Briefing paper has been prepared and is being reviewed. We will also commence preparing the Relationship and Option Agreement.

Congratulations on yet another KiwiBuild project.

Regards,



Joanne Johnson

**Manager, Affordable Housing Underwrite Programme (Acting)**

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**ANNEXURE B – LETTER FROM AEDIFICE PROPERTY**

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the Official Information Act 1982

Suite 2, Level 3  
95 Hurstmere Road  
Takapuna  
Auckland 0622

Ph: s 9(2)(a)  
Mob: s 9(2)(a)  
Email: s 9(2)(a)

**Mailing address:**  
PO Box 33-253  
Takapuna,  
Auckland 0740

25 November 2020

Ministry for the Environment  
PO Box 10362  
Wellington 6143  
Email: fasttrackconsenting@mfe.govt.nz

Dear Ms Clarke

**FAST TRACK APPLICATION - CPM 2019 LIMITED**

We have been asked by CPM 2019 Limited ("CPM") to provide a letter to the Ministry in respect of CPM's integrated residential development at 460 to 478 West Coast Road (excluding 466 West Coast Road) and 317 to 345 Glengarry Road, Glen Eden, Auckland ("the development").

**Aedifice Limited**

Aedifice Limited is a property development company trading as Aedifice Property. The company has two directors:

- a) Francois Marie Gilbert Beziac; and
- b) Rene Heremana Malmezac.

The shareholders are:

- a) Mdev-NZ Limited as to a 70% share; and
- b) Carole Christine Beziac and Francois Marie Gilbert Beziac as to a 30% share.

A copy of the company extract for Aedifice Limited is **attached** to this letter.

Francois Beziac is also a director of CPM 2019 Limited.

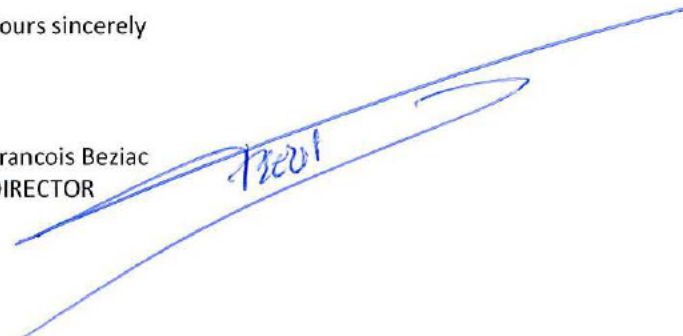
**Confirmation of intention to fund the development**

We confirm that Aedifice Property has secured funding to allow construction of the development should the funding from KiwiBuild not be secured. Aedifice Property has secured funding from one investor who intends to fund 70% of the development costs. Aedifice Property will fund the remaining 30% of the development costs. However, due to the fact that KiwiBuild has strongly indicated that they support the project and are committed to it, we have not yet taken steps to formalise the alternative private funding arrangement but could do so if the KiwiBuild funding falls through.

Please contact us if you have any questions.

Yours sincerely

Francois Beziac  
DIRECTOR



## Company Extract

**AEDIFICE LIMITED**

**3269528**

**NZBN: 9429031220453**

<b>Entity Type:</b>	NZ Limited Company
<b>Incorporated:</b>	10 Feb 2011
<b>Current Status:</b>	Registered
<b>Constitution Filed:</b>	No
<b>Annual Return Filing Month:</b>	August
<b>FRA Reporting Month:</b>	March

**Ultimate holding company:** No

### Company Addresses

#### Registered Office

McCulloch & Partners, Level 2, 11-17 Church Street, Queenstown, 9300, NZ

#### Address for Service

McCulloch & Partners, Level 2, 11-17 Church Street, Queenstown, 9300, NZ

### Directors

BEZIAC, Francois Marie Gilbert  
 928 Beach Road, Waiake, Auckland, 0630, NZ

MALMEZAC, Rene Heremana  
 245 Peninsula Road, Kawarau Falls, Queenstown, 9300, NZ

### Shareholdings

**Total Number of Shares:** 100

**Extensive Shareholdings:** No

70	5689659 MDEV-NZ LIMITED Anderson Lloyd, 13 Camp Street, Queenstown, Queenstown, 9300, NZ
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30	BEZIAC, Carole Christine 928 Beach Road, Waiake, Auckland, 0630, NZ
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BEZIAC, Francois Marie Gilbert



## Company Extract

AEDIFICE LIMITED

3269528

NZBN: 9429031220453

928 Beach Road, Waiake, Auckland, 0630, NZ

For further details relating to this company, check <http://app.companiesoffice.govt.nz/co/3269528>

Extract generated 27 November 2020 02:41 PM NZDT

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**ANNEXURE C – TRAFFIC MEMORANDUM**

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26 November 2020

Tamsin Gorman  
Berry Simons Environmental Law

By Email: [REDACTED] s 9(2)(a)

Dear Tamsin,

### CPM 2019 LIMITED - REQUEST FOR FURTHER INFORMATION – TRAFFIC

Further to the request for additional information received from the Ministry for the Environment. I can provide the following additional information on points raised. For ease of reference, the traffic related requests have been repeated below.

#### *3. The scope, operation and potential effects of the proposed café and commercial activities.*

##### **TPC Response**

From a traffic perspective, I do not consider that the proposed café and commercial activities will have an adverse traffic effect. The following points are noted in this regard:

- a) In terms of a café and the commercial activities, the typical peak trading times are outside of the typical weekday commuter peak and most likely on weekends. Our assessment of the adjacent road network during these times show that there is spare capacity to accommodate any likely increase in vehicles movements related to the café.
- b) Given the location, I also anticipate that most customers related to the café and commercial activities will come from those houses within the proposed development and will walk to the activity or are already passing the site on West Coast Road and therefore will not be additional trips on the road network and therefore not adding to any congestion.
- c) Considering the assumptions above, an indication of the trip generation for the proposal is likely to peak at around 5 vph per 100 m<sup>2</sup> GFA during the peak commuter periods with most of these expecting to already be passing the site.
- d) With the revised site layout, there is no longer any direct vehicle access from West Coast Road to parking areas relating to the commercial activities. Any external vehicle trips that do visit the café and commercial activities will most likely use the proposed intersection on West Coast Road. This intersection will be limited to left turning movements only and therefore will have only a minor effect on flows on West Coast Road.



- e) Left turning traffic into the intersection has priority and can turn without delay or disruption. Left turning traffic from the intersection must yield to any vehicle flows on West Coast Road and will also not cause any disruption.
- f) This is reflected in the preliminary traffic modelling we have completed for the overall development and indicates that the surrounding intersection will continue to operate efficiently and any added vehicle movements relating to the overall development, including the café and commercial activities will not have an adverse effect on those intersections.

Location of the proposed West Coast Road intersection.

Since the application was filed with the Ministry, we have now assessed the overall trip generation effects on the nearby intersections including considering whether West Coast Road can accommodate an intersection. The following points are noted in this regard:

- a) The existing roundabout can accommodate the additional vehicles flows resulting from the addition of an intersection with West Coast Road (left in-left out access only), including a high proportion of traffic making U-turns as a replacement to not having a right turn onto West Coast Road.
- b) The new intersection location is proposed to be located between the dairy and the eastern boundary of the site, slightly further east than in Revision 6. This provides additional stacking room back from the roundabout for queued vehicles and allows cars using the new intersection to turn more freely.
- c) Traffic modelling results from the roundabout indicate that queues only form past the intersection during peak commuter times and only for a short period of time. Queue lengths are expected to increase by about 30 metres because of additional traffic from the overall development using this approach to the intersection, equivalent to about four car lengths during peak times. This level of additional congestion is what can be expected on an arterial road during peak times and well within any daily fluctuations.
- d) The applicant considered moving the intersection further east. However, there is an existing zebra crossing located on West Coast Road. An eastern location, although it would provide additional separation from the roundabout, it would require the relocation of the existing zebra crossing. Relocating the zebra crossing closer to the roundabout would result in additional safety concerns that would negate the benefits of a greater separation from the roundabout.
- e) Locating the intersection on the eastern boundary will also conflict with the existing vehicle crossing for 458 West Coast Road. This would introduce the need for a resource consent under the Auckland Unitary Plan standards as the vehicles crossing are not permitted within 10 metres of an intersection. Providing a vehicle crossing close to an intersection on an arterial road will come safety risks that should be avoided.
- f) As a result, the optimal location for the West Coast Road intersection is about halfway between the existing dairy vehicle crossing and the zebra crossing. This places it as far east from the

roundabout as possible without conflicting with vehicle crossings and sufficiently clear of the roundabout.

- g) We have considered not providing an intersection on West Coast Road and instead requiring all traffic flow relating to the development entering to and from Glengarry Road. Traffic modelling results indicate that for this scenario an upgrade to the Glengarry Road / West Coast Road intersection will be required. This upgrade would most likely result in the introduction of traffic signals which, in turn, introduces other effects that cannot be avoided including:
- Queues forming back from the Glengarry Road / West Coast Road intersection and into the nearby roundabout causing added delays and safety concerns at the West Coast Road – Parrs Cross Road intersection; and
  - Creating operational and safety concerns at existing vehicle crossing that are located within or near the intersection on West Coast Road.
- h) Auckland Transport have indicated that the provision of an intersection is an option they would consider, as recorded in the pre-application meeting minutes as follows.

*“If vehicle access onto West Coast Rd is absolutely necessary, it will be required to be a left-in, left-out access arrangement. This will need to be sited further away from the intersection, ideally where the ‘Lane’ is proposed, which has a single approach lane. An extended solid median island would also be required to prevent right turns.”*

- i) As noted above, from the results of the transport modelling and an assessment of the existing roading network, locating the intersection on the eastern boundary is not the optimal location.
- j) The intersection is required to comply with the standards in the AUP, chapter E27 Transport. Specifically, a Vehicle Access Restriction applies as the site has a frontage to an arterial road. The intersection must comply with Standards to be considered a restricted discretionary activity. The location of the intersection has been designed to comply with these standards. The proposal will include limiting turns to left turns only at the intersection and will include a solid median island between the roundabout and the zebra crossing physically restricting any right turns.

I trust that the above provides enough information to respond to the queries raised. However, should they have any further queries in relation to the above, I would be happy to meet with them to discuss further if needed.

Yours faithfully  
**TRAFFIC PLANNING CONSULTANTS LTD**



Todd Langwell

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# NOLAS ESTATE DEVELOPMENT




**Total: 246 UNITS**

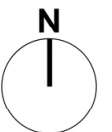
Approximately 258 Private Car Parks  
(Excluding Public Road Parking)  
(Excluding Commercial Block)

**TOTAL SITE AREA: 42,350m<sup>2</sup>**

SPECIFIC PERMITTED PLANNING CHECKLIST	
STANDARD	ACTIVITY STATUS
(A3) ONE DWELLING PER SITE	NON COMPLIANT
H3.6.6 BUILDING HEIGHT	COMPLIES. BUILDINGS RANGE FROM 2 - 3 LEVELS IN HEIGHT.
H3.6.7 HEIGHT IN RELATION TO BOUNDARY	COMPLIES TO NEIGHBOURING RESIDENTIAL SITES. INTERNAL INFRINGEMENTS AS REQUIRED.
H3.6.8 YARDS	MINOR FRONT YARD INFRINGEMENTS AS HIGHLIGHTED. ALL OTHER YARDS COMPLY.
H3.6.9 MAXIMUM IMPERVIOUS AREAS	TBA
H3.6.10 BUILDING COVERAGE	9,365m <sup>2</sup> (22.11%) COMPLIES.
H3.6.11 LANDSCAPED AREA	TBA
H3.6.12 FRONT, SIDE AND REAR FENCES AND WALLS	WILL BE DESIGNED IN ACCORDANCE WITH UNITARY PLAN RULES.
(A5) MINOR DWELLINGS	NOT APPLICABLE
(A6) MORE THAN ONE DWELLING PER SITE	REQUIRED.
(A7) HOME OCCUPATIONS	COMPLIES
(A16) DAIRIES UP TO 100m <sup>2</sup> GROSS FLOOR AREA PER SITE	NOT APPLICABLE.
(A17) RESTAURANTS AND CAFES UP TO 100m <sup>2</sup> GROSS FLOOR AREA PER SITE.	COMPLIES
(A23) COMMUNITY FACILITIES	COMPLIES
(A32) DEMOLITION OF BUILDINGS	COMPLIES
(A33) ACCESSORY BUILDINGS	NOT APPLICABLE.

## KEY:

-  FRONT DOOR ACCESS
-  "SPECIAL" END WALL TREATMENTS
-  YARD INFRINGEMENTS



Rev ID	Revision	Date
A	Scheme 13	04/11/2020
B	Scheme 14	06/11/2020
C	Scheme 15	13/11/2020

### URBAN DESIGN PANEL



2 Ernfild Street, Mt Eden  
Auckland, 1024  
09 638 8989  
www.bdcarchitects.co.nz

### PROPOSED MASTERPLAN (Scheme 15)

NOLAS ESTATE, GLEN EDEN

16/11/2020

Job # 2430

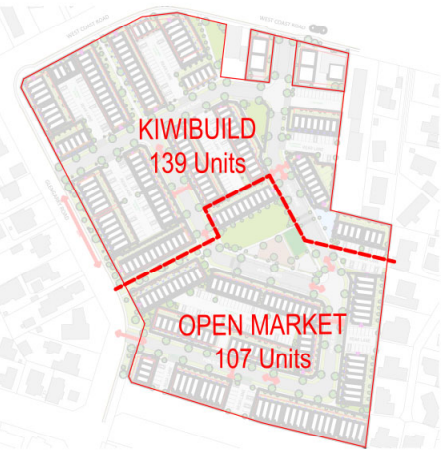
RC00-20

Scale: 1:500

Rev:



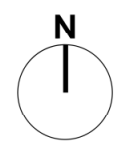
- 2 BEDROOM UNIT** TYPE A  
2 Level: 68m<sup>2</sup> GFA, 2 Bedrooms, 1.5 bathroom, Kitchen, Dining, Living, 1x off street park. (76 Kiwi Build, 21 Open Market)
- 4 BEDROOM UNIT** TYPE B  
3 Level: 104m<sup>2</sup> GFA, 4 Bedrooms, 2.5 bathroom, Kitchen, Dining, Living, 1x off street park. (12 Kiwi Build, 36 Open Market)
- 3 BEDROOM UNIT** TYPE C1  
2 Level: 80m<sup>2</sup> GFA, 3 Bedrooms, 1.5 bathroom, Kitchen, Dining, Living, 1x off street park. (27 Kiwi Build)
- 3 BEDROOM UNIT** TYPE C2  
2 Level: 83m<sup>2</sup> GFA, 3 Bedrooms, 2.5 bathroom, Kitchen, Dining, Living, 1x off street park. (38 Open Market)
- 3 BEDROOM UNIT** TYPE D  
3 level: 86m<sup>2</sup> GFA, 3 Bedrooms, 1.5 bathroom, Kitchen, Dining, Living, 1x off street park. (24 Kiwi Build, 12 Open Market)



- CAFE**  
(100m<sup>2</sup> GFA over single level)
- COMMERCIAL UNITS**  
(3 units @ 100.00m<sup>2</sup> GFA over single level)
- COMMUNITY CENTRE**  
(100m<sup>2</sup> GFA over single level)

Footprint	Coverage	Section

Typology	Total	GFA	Coverage	Bedrooms
<span style="display: inline-block; width: 15px; height: 15px; background-color: #f1c40f; border: 1px solid black;"></span>	97	68m <sup>2</sup> (6,627m <sup>2</sup> )	35m <sup>2</sup> (3,407m <sup>2</sup> )	2 (194)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #8e44ad; border: 1px solid black;"></span>	48	104m <sup>2</sup> (4,984m <sup>2</sup> )	35m <sup>2</sup> (1,695m <sup>2</sup> )	4 (192)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #f1c40f; border: 1px solid black;"></span>	27	80m <sup>2</sup> (2,171m <sup>2</sup> )	47m <sup>2</sup> (1,264m <sup>2</sup> )	3 (81)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #f39c12; border: 1px solid black;"></span>	38	83m <sup>2</sup> (3,146m <sup>2</sup> )	49m <sup>2</sup> (1,870m <sup>2</sup> )	3 (114)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #34495e; border: 1px solid black;"></span>	36	86m <sup>2</sup> (3,092m <sup>2</sup> )	36m <sup>2</sup> (1,296m <sup>2</sup> )	3 (108)
<b>Total</b>	<b>246</b>	<b>20,020m<sup>2</sup></b>	<b>9,531m<sup>2</sup></b>	<b>689</b>



Rev ID	Revision	Date
A	Scheme 13	04/11/2020
B	Scheme 14	06/11/2020

**URBAN DESIGN PANEL**

2 Enfield Street, Mt Eden  
Auckland, 1024  
09 638 8989  
www.bdgarchitects.co.nz

**PROPOSED KEY PLAN (Scheme 15)**

**ANNEXURE E – AUCKLAND COUNCIL PRE-APPLICATION MEETING MINUTES**

Released under the provision of  
the Official Information Act 1982

**Pre-Application Consenting Memo**

Pre-Application No. PRR00035146	
<b>Date of request</b>	04/08/2020
<b>Customer</b>	CPM 2019 Limited
<b>Contact details</b>	<b>Phone</b> 021733232
	<b>Email</b> nick@civix.co.nz
<b>Site address</b>	460, 462, 464, 466A, 468-470, 474, 476 & 478 West Coast Road 317-319, 321-323, 325-327, 329-335, 345 & 347 Glengarry Road
<b>Proposal</b>	Construction of 249 dwellings, plus a commercial block fronting West Coast Road, subdivision around consented development, alongside yet to be confirmed site / enabling works. Internal reserves proposed along with 260 car parks (excluding public road parking and approx. 16-17 spaces associated with the commercial block).
<b>Plans and information</b>	Plan prepared by Phillips Associates, undated, Draft Rev 05  Information submitted as part of the vetting application process by MfE for the Covid 19 Fast Track process  <a href="https://1drv.ms/u/s!AqO7cEcs-wELgVmY5aCuNKM0cFzF?e=6lXWMj">https://1drv.ms/u/s!AqO7cEcs-wELgVmY5aCuNKM0cFzF?e=6lXWMj</a>

*Please note that there may be hyperlinks throughout the memo which are underlined.  
Please click on the highlighted text for further information.*

Resource Management Documents	
<b>Auckland Unitary Plan (Operative in part)</b>	<b>Zoning</b> Single House Zone
	<b>Precinct</b> -
	<b>Overlays</b> -
	<b>Controls</b> Macroinvertebrate Community Index – Urban Arterial Road – West Coast Road
	<b>Designations</b> -
	<b>Appeals</b> -
<b>Regional Plans</b>	-
<b>National Environmental Standards</b>	National Environmental Standard – Freshwater Management
<b>National Policy Statements</b>	National Policy Standard – Urban Development
<b>Other Relevant Acts</b>	

<b>Statutory Acknowledgement Areas</b>	Te Kawerau a Maki - Te Wai o Pareira / Henderson Creek and tributaries
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Property Information	
Legal Description	Various – See Appendix 1 of Fast Track information
Certificate of Title	<input checked="" type="checkbox"/> Supplied – must be less than 3 months old <input checked="" type="checkbox"/> Easements <input type="checkbox"/> Building line restriction <input type="checkbox"/> Consent notice <input type="checkbox"/> Limited to parcels
Relevant Consenting History	<p>Noted the Nola's orchard shop burnt down in first week of January.</p> <p>A comprehensive look into the consent history has not been undertaken given the numerous sites covered by the application and that nothing is to remain as part of the proposal.</p>

Site constraints Type	Y	N	Site constraints Type	Y	N
(Potential) Contaminated Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coastal Erosion	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land Instability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coastal Storm Inundation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coastal Storm Inundation (plus 1m sea level rise)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Overland flow paths (ephemeral/intermittent/permanent stream)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cultural Heritage Inventory	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Flood Sensitive	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Combined Network	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arterial Roads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Building Frontage Control	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vehicle Access Restriction Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Geology (rock breaking)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Meeting Record

Meeting Record	
<b>Date and Time</b>	MS Teams Meeting, 9 September 2020, 1 – 2pm
<b>Council Officers</b>	Kay Panther Knight, Principal Planner / Planning Consultant, Meeting lead Brogan McQuoid, Team Leader Tessa Craig, Auckland Transport, Principal Development Planner



	<p>Mitra Prasad, Auckland Transport, Development Planning Team Leader North West</p> <p>Sam Shumane, Consultant Traffic Engineer</p> <p>Ethan Fu, Senior Development Engineer</p> <p>Michael Kibblewhite, Specialist Urban Designer</p> <p>Melanie McKelvie, Team Leader Design Review</p>
<b>Customer</b>	<p>Nick Mattison, Planning, Civix – Lead Planner</p> <p>Lance Hessel, Planning, Civix</p> <p>Daniel Phillips, Architecture / Urban Design, Phillips Associates</p> <p>Mustafa Demiralp, Architecture / Urban Design, Phillips Associates</p> <p>Andrew Braggins, Legal, Berry Simons</p> <p>Tamsin Gorman, Legal, Berry Simons</p> <p>Todd Langwell, Traffic Engineer, Traffic Planning Consultants Ltd</p> <p>Arran Baikie, Civil engineering, Civix</p> <p>Apologies: Kieran Doe, Nathan Treloar, Ian Munro</p>
<b>Additional Information provided at meeting</b>	Nil

#### Outcome of Planning Provisions

<b>Residential - Single House Zone</b>	<p>The purpose of the Residential – Single House Zone is to maintain and enhance the amenity values of established residential neighbourhoods in number of locations. The particular amenity values of a neighbourhood may be based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character. To provide choice for future residents, Residential – Single House Zone zoning may also be applied in greenfield developments.</p> <p>To support the purpose of the zone, multi-unit development is not anticipated, with additional housing limited to the conversion of an existing dwelling into two dwellings and minor dwelling units. The zone is generally characterised by one to two storey high buildings consistent with a suburban built character.</p>
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#### Site Constraints/ Managing Hazards

<b>Flooding Potential</b>	<p>The site has been identified as being potentially subject to flooding. Before any proposal is progressed, a full understanding of the flood hazard will need to be provided. This means that a suitably qualified professional will need to be engaged to assess and prepare a hazard risk</p>
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	<p>assessment. The hazard risk assessment should describe the scale, frequency, risk and entry / exit points that the hazard poses to the site and surrounding environment. This information will heavily influence any proposal, and how the flooding effects are managed and incorporated into any proposal, e.g. the type of activity, placement and minimum floor level of buildings, site layout, earthworks, etc. The proposal should not exacerbate this hazard onto neighbouring properties or the wider surroundings.</p> <p>Please note the flowpath / floodplain shown on Council's GIS Viewer is only indicative, and specific site surveys and modelling may be required.</p>
<p><b>Contamination (NES only)</b></p>	<p>The subject site either is currently, has previously, or is more likely than not to have been occupied by a potentially soil contaminating activity for the following reason:</p> <ul style="list-style-type: none"> <li>• Current horticultural use</li> </ul> <p>Your proposal may involve one (or more) of the following:</p> <ul style="list-style-type: none"> <li>• removing or replacing a fuel storage system,</li> <li>• sampling the soil,</li> <li>• disturbing the soil,</li> <li>• subdividing land, and</li> <li>• changing the use of the piece of land.</li> </ul> <p>Accordingly, it is necessary to give consideration to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011. This provides a national environmental standard for activities on pieces of land where soil may be contaminated in such a way as to be a risk to human health. It is recommended you engage a suitably qualified and experienced practitioner to assist in preparing any preliminary and / or detailed site investigations that may be required in this regard.</p>
<p><b>Contamination (Regional)</b></p>	<p>Careful consideration is needed to address the effects of the discharge of contaminants from contaminated land into air, or into water, or onto or into land, and to ensure those effects are managed to protect the environment and human health and to enable land to be used for suitable activities now and in the future. This takes into account all of the following:</p>

	<ul style="list-style-type: none"> <li>• the direct discharges arising from investigation activities on land containing elevated levels of contaminants;</li> <li>• discharges associated with soil disturbance that may liberate contaminants;</li> <li>• longer term discharges occurring as a result of residual contaminants, often known as passive discharges;</li> <li>• legacy discharges associated with past incidents; and</li> <li>• the assessment of risk around ongoing discharges.</li> </ul>
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Relevant matters	
<b>Fast-track Application concurrent with Pre-application with Council</b>	<p>Nick Mattison explained that the Applicant had lodged an application with the Ministry for the Environment for a Fast-Track process. This process is expected to take approximately 8-9 weeks and will also require input or feedback from the Council to assist the Ministry. To this end, the Applicant wishes to run a pre-application process with the Council while awaiting the Ministry's decision on whether or not to accept the application for fast-tracking.</p> <p>If the applicants are accepted into the Fast Track process then any processing by Council for an RC or Pre-app will stop immediately as there cannot be dual processing.</p>
<b>Definition of IRD and subsequent activity status / acceptability in principle, including advice from Plans and Places</b>	<p>Kay Panther Knight outlined her view, supported by policy advice within Council, and consistently applied in other circumstances, that the proposal does not represent an Integrated Residential Development. Kay explained her view hinged on the lack of integrated communal facilities for the residential scheme, noting that the commercial block was clearly a separate and public / commercial enterprise in its own right, and that the reserves appeared to be required a) for compliance (or attempting to comply) with Single House zone landscaped area standards, and b) for overland flow path conveyance. Further, as supported by policy advice, the reserves did not appear to provide a sufficient quantum of space, nor were they clearly described in the information supplied to date or designed in such a way as to form a communal facility beyond standard open spaces associated with any residential development, i.e. not integrated or differentiated in any way from a residential subdivision.</p> <p>Brogan McQuoid outlined that Council would expect the Applicant to apply all rules in the Single House zone, regardless of whether or not the Applicant disagreed that the Integrated Residential Development definition was applicable. To this end, the proposal as it stands comprises a non-complying activity pursuant to H3.4.1(A6), as well as a discretionary activity under H3.4.1(A9).</p> <p>Kay outlined her opinion that the current proposal represented significant over-development and a character of development wholly unlike the anticipated character of the Single House zone. The proposal comprises</p>

two and three storey terraced house development that would be more appropriate in a Mixed Housing Urban or Terraced Housing and Apartment Building zone. The scheme is therefore not supported from a planning perspective given its excessive intensity. The proposed reserves and commercial space do not provide any sufficient mitigation.

Nick noted that the scheme complies with all coverage controls in the Single House zone. Kay noted this seemed unlikely and that there was no information presented to confirm this either way. Michael Kibblewhite and Melanie McKelvie provided their views from an urban design perspective regarding compliance with standards and the extent to which the “bare minimum” would suffice in this instance, and this is further elaborated upon in the minutes below under Heading 5.

Lance Hessel queried whether relocation of the commercial block more centrally within the residential development would improve upon its consideration as forming an integrated residential development. Kay considered this approach but noted that without any further detail regarding the function of that commercial block, the design and location of it relative to the reserves and the design and function of the reserves themselves, it is difficult to provide any confirmed advice. Kay suggests considering presenting the site layout options noted by the Applicant’s team and perhaps in presentation to the Urban Design Panel, to provide rationale and further explanation of how the Applicant thinks the commercial block as currently located and designed, or elsewhere, can be considered an integrated component of this scheme.

**Key outcomes / actions (if relevant)**

Council will supply the policy advice received on the scheme and present the questions raised in that advice regarding what further information would be necessary to determine whether or not the scheme could be defined as an integrated residential development.

Council will supply the legal advice received to date regarding both the integrated residential development definition, its application, and the Council approach to requiring consent under both H3.4.1(A6) and (A9).\*

**Post meeting advice**

Kay provided Nick with the list of questions from Ciaran Power, Planner, Plans & Places with regards to further clarities required to see whether the proposal can meet the definition of an IRD.

A summary of the legal opinion was provided to the applicant’s planner and legal representative (Mr Braggins). Mr Braggins sought further input in relation to Council in relation to the summary response provided. Council sought further feedback from their legal services and this response was provided to Mr Braggins. (A summary of this can be found under the legal advice section below).

<p><b>Traffic Matters, including input from Auckland Transport</b></p>	<p>Sam Shumane, for Council, and Mitra Prasad and Tessa Craig gave feedback regarding the roading layout, including confirming there are concerns regarding direct access from West Coast Road, and that AT's preference is for all residential traffic to access the site from Glengarry Road, noting that further assessment needs to be undertaken in respect of traffic generation and effects on queuing.</p> <p>Todd Langwell confirmed surveys were being undertaken but that they were delayed due to the recent Auckland Covid-19 lockdown. These would be produced in due course, and consideration is being given to signaling the intersection of West Coast Road and Glengarry Road. Mitra raised concern regarding assuming a signalized intersection, noting that may be out of character with the rural nature of the network further west, and that consideration should be given to all options, particularly considering the proximity of the roundabout intersection of West Coast Road with Parris Cross Road.</p> <p>Concern was raised by Sam regarding the one-way component internal to the site, noting that this gives rise to safety and efficiency effects. The road reserve appeared wide enough to accommodate two-way traffic and the Applicant undertook to consider that.</p> <p>Discussion was had regarding ensuring appropriate width within road reserves for all services.</p> <p>Sam identified some further consideration needed to be given to geometry of the roads relative to AT standards, but that would follow in further detailed design.</p> <p>Visibility assessments would need to form part of the transport assessment being prepared.</p> <p><b><u>Key outcomes / actions (if relevant)</u></b>        Applicant to complete its surveys and transport assessment, and to reconsider internal road layout, particularly the one-way component.</p>
<p><b>Auckland Transport post meeting feedback</b> (Tessa Craig)</p>	<p>Further to the input captured in the meeting (above);</p> <p><b><u>Preliminary Comments</u></b>  <b>West Coast Road Vehicle Access</b></p> <ol style="list-style-type: none"> <li>1. AT has concerns with an additional vehicle access onto West Coast Road, due to the proximity of the new road to the roundabout, sited where drivers on West Coast Road diverge to form two lanes. When drivers queue on the kerbside lane, visibility to the inner lane is obstructed. City bound drivers (west bound to Great North Road) would favour the inner lane (northernmost lane) so they can U-turn at the roundabout.</li> <li>2. Additionally, misuse of the 'Lane' and new road off West Coast Road is expected with vehicles cutting through to Glengarry Road. Therefore, it would be best to eliminate vehicle access from</li> </ol>

the residential part of the development, through to West Coast Road.

3. The proposal should provide a pedestrian and cycle link only from the residential part of the development through to West Coast Road. This would remove potentially significant effects that the application could have on the existing environment, movement, and safety of users which the applicant would have need to mitigate to AT's satisfaction.
4. In reference to the above point, appropriate connection to West Coast Road for active modes are desired and encouraged. Providing accessways (8m wide) with ample passive surveillance from neighbouring dwellings and appropriate lighting and landscaping should achieve this objective.
5. If vehicle access onto West Coast Rd is absolutely necessary, it will be required to be a left-in, left-out access arrangement. This will need to be sited further away from the intersection, ideally where the 'Lane' is proposed, which has a single approach lane. An extended solid median island would also be required to prevent right turns.
6. Details of loading for the commercial premises alongside loading for the existing dairy will be required.

#### **Internal Roads**

7. All internal roads should be vested as public roads. A 13-metre road reserve is wide enough to be a two-way operation and the internal roads should all be two-way. If there is a high inconvenience for residents (those who travel the long way around to exit the development), drivers will flout proposed one-way operation.
8. All internal roads should comply with the Transport Design Manual in terms of provision of cycle facilities or safe mixed traffic environments. Internal roads require speed calming, 1.8m footpaths and may require broken yellow lines along sections of narrow carriageway.
9. The proposed public roads (particularly the longest straight internal road connecting with the commercial area) should be designed carefully to reduce speed and make it safe. Horizontal traffic calming features/devices should be implemented (i.e. minimum lane width and low maintenance low planting to visually narrow down the carriageway without impeding visibility).
10. In terms of alignment, the sharp corners in the property boundary may not achieve appropriate road corridor width to provide a bend. The detailed design should include demonstration of the turning and parking manoeuvres.
11. Provision for indented on-street parking is required. Consideration of fewer, larger raingardens is required for stormwater management.

12. AT is supportive of rear access and access vial JOALS. We suggest re-orientating some of the end dwellings to give better street frontage orientation and natural surveillance.
13. A 30kph speed environment is required on the new internal road network.

**Existing Roads**

14. If no improvements are proposed for the Glengarry Road/ West Coast Road intersection, vehicles from the proposed development will likely exit onto West Coast Road to negate having to right turn out of Glengarry Road. AT therefore suggests a roundabout or signalisation at the Glengarry Road/West Coast Road intersection.
15. Modelling is required to show the impact of the development on the West Coast Road/Parrs Cross Road intersection and the West Coast Road/Glengarry Road intersection and mitigation should be proposed in line with the results of the modelling. A 30kph speed environment is required along West Coast Road and Glengarry Road.

**Active Modes**

16. There is concern about the safety of the roundabout at West Coast Road/Parr Cross Road, especially for pedestrians and cyclists. There is also concern about the movement of people to and from the bus stop on Parrs Cross Road for service going toward Henderson which have come from Glen Eden/New Lynn. A pedestrian facility is required to the north of the West Coast Road/Parrs Cross Road roundabout.
17. Safe crossing points across Glengarry Road are required. The pedestrian crossing points at intersections are unclear. Clarification is needed on the pedestrian movement across West Coast Road and crossing on all arms are required.
18. The raised courtesy crossing on Glengarry Road (near the intersection with West Coast Road) will require upgrading to improve pedestrian and cyclist safety as the development will increase their exposure to additional traffic.
19. Any proposed improvements on Glengarry Road need to tie in with existing shared path on West Coast Road to the north of the property boundary.
20. The existing shared path on the north of the site is located as per the red line below. This stops part way along the site at a crossing to Parrs Park, but this should be extended along the full length of the site to provide safe and attractive access past the convenience store in the draft plan and enable future connections to the east (yellow).



21. Safe and attractive access should also be provided from the entrances to the site on Glengarry Road to the existing facility.
22. Future drawings need to show the zebra crossing on West Coast Road outside the proposed 'Commercial' property and the existing shared path along the property frontage.
23. A strong crossing feature should be provided between the reserve and adjacent green space across the currently proposed one-way street.

**Metro / Public Transport**

24. Part VIII of the application references Policy 3(c)(i)1 of the NPSUD and its application to this proposal. The local bus stops are not Rapid Transit Stops. The station on the western rail only can be regarded as future Rapid Transit but does not currently meet the Rapid Transit Definition.<sup>2</sup> This location does not meet the criteria to be considered in walking distance of a Rapid Transit Station. The application should be corrected and clearly state the proposal is not within walking distance of a current or planned Rapid Transit Stop / Station. A reasonable walking distance to a Rapid Transit Stop / Station is ten minutes or 800 metres on reasonably level ground.
25. There are bus routes on all the road frontages of this site; the 152 to the west on Glengarry Road, and the 151 and 154 on West Coast Road. The services have their 'inbound' stops on both frontage roads and share a common 'outbound' stop to the north of the roundabout, on Parrs Cross Road. None of these routes are part of the Frequent Transit Network.
26. Given the expected increase in patronage for the services mentioned above the development should upgrade of all these stops (especially stop: 5468 without a shelter) and improve the

<sup>1</sup> In relation to tier 1 urban environment, regional policy statements and district plans must enable: building heights of least 6 storeys within at least a walkable catchment of the following: existing and planned rapid transit stops

<sup>2</sup> Rapid Transit must have an exclusive corridor and a headway of at least 15 minutes from 7am to 7pm, 7 days a week and service through to at least 11pm at night (midnight at 15 minutes headways for City Centre services).



	<p>pedestrian crossings (particularly to the common stop to the north).</p>
<p><b>Urban Design</b></p>	<p>Michael queried the Kiwibuild component, asking whether it would be integrated with the open market housing. Nick confirmed that the intention was it would be, and that the proportion shown on the masterplan was indicative only, noting that the Applicant expected an approximately 60% uptake by Kiwibuild for the scheme.</p> <p><b>Post meeting advice:</b></p> <p>The applicant’s planner was supplied with dates for the Urban Design Panel, along with information requirements and timeframes post meeting. The preliminary date is set for 22 October.</p>
<p><b>Urban Design post meeting feedback</b> (Michael Kibblewhite)</p>	<p><b>Integrated Residential Development (IRD):</b></p> <ul style="list-style-type: none"> <li>• Notwithstanding the comments provided from a planning and policy perspective on IRD, from an urban design perspective we would expect any communal facilities proposed to have the following characteristics: <ul style="list-style-type: none"> <li>○ Easily accessible to all residents;</li> <li>○ Size of the facilities to be proportionate to the scale of the development;</li> <li>○ Provide a high level of amenity with appropriately sized, furnished and located formal and informal play spaces that are suitable for the intended housing mix and future resident demographics, particularly children. Noting the proximity of Parrs Park and the facilities provided there (playgrounds, basketball court, walking paths, skate ramp etc) it is expected that the proposed communal facilities would provide a different offering to that already provided at Parrs Park;</li> <li>○ Use both soft landscaping (trees, shrubs, grass, planted beds etc) and hard landscaping (paving, furniture, fixtures etc) to define areas;</li> <li>○ Appropriately designed edges – offering good natural surveillance (e.g. not the back of dwellings);</li> <li>○ Have an appropriate management structure to ensure long term maintenance.</li> </ul> </li> <li>• It is understood that the proposed communal reserves are also an overland flowpath (OLFP). Confirmation would be required that the use and design of this space is not constrained by the OLFP and could accommodate planting and structures to support its use as a communal facility.</li> <li>• The narrow strip of reserve (marked as A in the diagram below) between two terrace blocks appears to be more of a pedestrian path serving those blocks rather than a usable reserve space for</li> </ul>

all residents and would essentially be privatised by the adjacent units. This area would not be considered a communal space for the wider development.

- Left over spaces around car parking areas are not considered to be of a suitable size or shape to contribute to a communal space and should instead be integrated into the adjacent lots and landscaped (e.g. areas marked B, C & D).



#### Single House Zone Character:

- The proposed intensity of development is significantly more intense than the existing and/or anticipated built character within the Single House Zone, and is not supported from an urban design perspective. The applicant is encouraged to undertake an analysis of the density of the surrounding neighbourhood (noting that the legacy district plan provisions allowed for lot sizes of 450m<sup>2</sup>, less than the current 600m<sup>2</sup> lot size), to enable a more appropriate response on the edges in particular, to this existing character, in accordance with Policy H3.3(1).
- The applicant is strongly encouraged to increase lot sizes at the periphery of the site to provide for a more appropriate transition to the existing neighborhood character. This should include standalone and duplex typologies to better reflect the existing suburban built character.

#### Built Form:

- The Single House Zone is characterized by one to two storey high buildings consistent with a suburban built character. Whilst IRD's are enabled, the zone objectives and policies provide an indication of the anticipated built form outcome. As presented, the proposal represents a significant departure from this character due to the intensity and single typology proposed (terraces) with relatively long block lengths. The applicant is strongly encouraged to provide

a greater range of typologies including standalone and duplexes, which will assist in integrating the development into the surrounding neighborhood.

- Noting that the Single House Zone contains little onsite amenity controls due to the anticipated larger site size (e.g. no standards relating to outdoor living space, outlook, daylight etc) the applicant is encouraged to consider what development standards would most appropriately be applied to the site (Mixed Housing Suburban is considered to be the most appropriate as a transition from the Single House Zone).
- There are some particularly long, unbroken blocks. It is recommended that more breaks in the built form are provided to ensure consistency with the anticipated character of a spacious setting.
- Given the scale of the development, a range of cladding and colour scheme palettes should be developed. The built form should also allow for variation in façade treatment, horizontal and vertical articulation and roof forms. The end of each row of terraces should also respond to its corner context (i.e. not present a side elevation to the street).

**Street Network / Site Layout:**

- The proposed street network is logical from an urban design perspective, notwithstanding comments from AT and development engineering. However, the proposed one-way road is not supported.
- The proposed arrangement of terraces adjacent to the roundabout presents a challenge in terms of amenity and privacy for future residents. The applicant is encouraged to consider whether the location of the commercial premises would be more appropriately located on the corner, adjacent to the intersection. A commercial use could more easily mediate this difficult interface and provide a landmark to the corner.
- Further consideration will need to be given to the ‘back of house’ functions of the commercial facility and how this will interface with adjacent residential uses/streets etc.
- There is an historic paper road south of the site’s southern boundary (315a Glengarry Rd) which has been rezoned to residential and will be marketed for sale shortly. The applicant is encouraged to discuss with Panuku (current owners) options around incorporation of this property with the development.

**Street/Reserve Interfaces**

- Those units fronting West Coast Road (a busy arterial road) immediately adjoins a 3m shared pedestrian/cycle path, with no grass berm or street tree planting. For those units fronting the street, it is strongly recommended that additional depth and

elevation above the street is provided to create separation and privacy for users, in response to this context. A typical 4-5m outdoor space depth is not considered sufficient to mediate this interface.

- A minimum front yard setback of 3m should be provided to all units in accordance with the Single House Zone standards.
- Several blocks have north-south orientation but provide outdoor living spaces to the street. Where orientation allows, it is recommended that outdoor living spaces should be located to the rear of the dwellings and the dwellings pushed closer to the street (as is proposed on the block fronting Glengarry Rd, with outdoor space to the rear) to provide for clear public fronts and private back yards.
- Two terrace blocks are proposed either side of the linear reserve. It is not clear which is the front or back of these units. As noted previously, this linear reserve space is not considered to contribute to a communal reserve.

**Site Facilities:**

- Site facilities such as washing lines, refuse bins, storage sheds, detention tanks etc should not be located within private outdoor living spaces. It is recommended that a service courtyard is provided in between the JOAL parking spaces to accommodate these facilities, thereby maintaining the usability of the private outdoor courts. The ADM Design Element: Site Amenities provides further guidance on integration of these facilities into a development ([http://content.aucklanddesignmanual.co.nz/regulations/design-for-the-rules/Documents/Design\\_Element\\_R8-Site\\_Amenities.pdf](http://content.aucklanddesignmanual.co.nz/regulations/design-for-the-rules/Documents/Design_Element_R8-Site_Amenities.pdf))
- Communal refuse enclosures are encouraged. The applicant is directed to the ADM Design Element: Waste for further guidance in this regard. [http://content.aucklanddesignmanual.co.nz/regulations/design-for-the-rules/Documents/Design\\_Element\\_R7\\_Design\\_for\\_Waste.pdf](http://content.aucklanddesignmanual.co.nz/regulations/design-for-the-rules/Documents/Design_Element_R7_Design_for_Waste.pdf)

**Rear Lanes:**

- Rear lanes will be servicing a large number of dwellings so will need to provide landscaping that will add to the amenity of the development, lighting, waste storage and other site facilities such as detention tanks.

**Auckland Urban Design Panel**

- The proposed development meets the criteria for the AUDP. Currently available dates are: 8<sup>th</sup>, 22<sup>nd</sup>, 29<sup>th</sup> October. Please confirm with Michael Kibblewhite as soon as possible to secure a panel date, noting that a draft panel pack would be required two weeks prior to the panel date. Please refer to the panel

	<p>information requirements here:  <a href="http://content.aucklanddesignmanual.co.nz/resources/design-panels/Documents/Information%20Requirements%20Checklist%202018.pdf">http://content.aucklanddesignmanual.co.nz/resources/design-panels/Documents/Information%20Requirements%20Checklist%202018.pdf</a></p>
<p><b>Plans &amp; Places Policy feedback</b> (Ciaran Power, Planner, Plans &amp; Places)</p>	<p><b>Does the proposal comprise an “integrated residential development”?</b></p> <p>The AUP defines an integrated residential development as:</p> <p><i>Integrated residential development</i></p> <p><i>A residential development on sites greater than 2,000m<sup>2</sup> which includes supporting communal facilities such as recreation and leisure facilities, supported residential care, welfare and medical facilities (inclusive of hospital care), and other non-residential activities accessory to the primary residential use. For the avoidance of doubt this would include a retirement village.</i></p> <p>My analysis focuses on assessing the development against of this definition to conclude whether it can be classed as an “integrated residential development”. Therefore, there are essentially two criteria to consider:</p> <ol style="list-style-type: none"> <li>1. Is the proposal a residential activity on a site greater than 2000m<sup>2</sup>?  The IRD is proposed over 18 parcels of land comprising of approximately 43,000m<sup>2</sup>. The proposal therefore meets the first criteria for an IRD; it is a residential development on a group of contiguous sites that have a combined total area greater than 2000m<sup>2</sup>.</li> <li>2. Are there supporting communal facilities and other non-residential activities accessory to the primary residential use, proposed?  Mr. Lance Hessel, Senior Planner at Civix supplied a document that sets out the proposal and its regulatory framework. It is called: <i>The Nola Estate: Application Details Relating to an Application under the COVID-19 Recovery (Fast Track Consenting) Act 2020</i>.</li> </ol> <p>The proposal is described on page 3 as:</p> <p><i>The proposal involves a 249 unit Integrated Residential Development and a commercial centre with associated subdivision in the Residential Single House Zone (RSHZ) under the Auckland Unitary Plan Operative in Part (AUP OIP).</i></p> <p><b>Non-Residential Activity</b></p> <p>A commercial centre is not a supporting communal facility however it is technically a non-residential activity. Notwithstanding, the intent behind this provision in the definition of an integrated residential development (IRD) is that any non-residential activity should be ancillary and supporting to the primary activity.</p> <p>The information provided in the application details document does not detail any further information as to what the commercial activity will be. Appendix D which is the masterplan of the proposal shows two possible buildings in red to the north east of the development. The larger of the two buildings is proposed to be separated from the residential component of the development by proposed a proposed crossroad intersection.</p> <p>Therefore, it can be assumed that the commercial activity will not be for the exclusive use of the development’s residents, but it will be a commercial activity for both the development’s residents and the general public to interact with.</p>

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Considering the above, the commercial activity falls outside of the ambit of a non-residential activity in the context of an IRD. This is not a supporting communal activity. Therefore, this component of the development should be considered as a separate activity to the IRD activity and not be considered as a component of the IRD.

Referring to the commerce section (A16 - A20) of the Single House Zone H3.4.1 Activity table, Dairies, Restaurants and Cafes up to 100m<sup>2</sup>, along with Service stations on arterial roads are provided for by way of a resource consent with activity statuses ranging from a restricted discretionary to discretionary. If the proposed commercial activity falls outside of these types of commercial activities, then the activity is not provided for and an additional reason for consent may need to be applied for under (A1) Activities not provided for – noncomplying activity.

#### Roads and reserves

It is not clear in the application documents if the roads and reserves are to be public or private. The application documents refer to the green spaces as reserves and being supporting communal facilities. Furthermore, the roads appear that they are to be constructed to a public AT standard.

If the reserves and are to be vested to council, then this would preclude them from being considered a supporting communal facility to the IRD because they would not be integrated into the development. This would mean that the proposal would not have any supporting communal facilities and will defer to being a regular residential development.

Furthermore, if the roads are to be vested, then this would have the effect of breaking up the subject site and the development, into separated blocks of residentially developed land. As above the roads would not be integrated into the development and would defer to being a regular residential development.

#### Supporting Communal Facilities

Supporting communal facilities are interpreted to be non-residential facilities accessory to the primary residential use, and that are available for communal use by residents within the IRD.

An IRD is required to include supporting communal facilities and I don't think the supporting communal facilities are clearly identified in the application. For example, under the Regulatory Framework section on page 6, Mr. Hessell states:

*The application approach as directed by the AUPOIP RSHZ is therefore to design a proposal which...Provides supporting communal facilities (such as recreation and leisure facilities – i.e. reserves as proposed).*

This is the only mention of any supporting communal facilities in the proposal. Following is the extent of its provision within the development. There are no other communal facilities proposed.



I identify three issues with the proposed supporting communal facility.

- **Scale of provision of the supporting communal facility:**  
The amount of area proposed to be set aside as supporting communal facility, which in this case is just the reserve areas, does not appear to be enough relative to the number of residents it is intended to serve. Also, it is not clear from the documentation as to how these reserves are intended to function as supporting communal facilities.
- The reserves (supporting communal facilities) don't appear to have been given much consideration in the design. The supporting communal facility of an IRD is a component that should be integrated into the development. The proposed reserves to the east appear to have been an afterthought

	<p>where leftover spaces which could not accommodate a residential dwelling were made to be a reserve. These reserves are to be the distinguishing components that make up the IRD.</p> <ul style="list-style-type: none"> <li>• <b>The type of communal facility:</b> The only identified supporting communal facility proposed are reserves. There is no detail in the design of the reserves to indicate that it would either be a recreation and/or a leisure facility. There are no components such as a seating area, outdoor barbeque areas that could be an indicators that a recreational activity could take place or an inviting space for residents to commune. As discussed earlier, the proposed commercial components are unlikely to be considered as being part of the supporting communal facilities of the IRD.</li> <li>• <b>H3.6.11. Landscaped area standard</b> With little detail supplied in the documentation, it appears that the reserves make up a large of component of the standard landscaped area requirements under the Single House Zone H3.6.11 Landscaped area standard (minimum of 40% of the site to be covered with landscaping). This standard would have to be complied with regardless of this development being proposed as an IRD. Therefore, the reserves wouldn't necessarily be a component that distinguishes the IRD as being different to a regular residential development.</li> </ul> <p><b>Further Information Required</b></p> <ol style="list-style-type: none"> <li>1. What is the area of the proposed reserves (supporting communal facilities) and</li> <li>2. How many actual residents is the IRD proposing to accommodate?</li> <li>3. How are the reserves, which are identified as being the only supporting communal facilities in this IRD, going to be distinguishably different from the regular landscaping requirements of standard residential development?</li> <li>4. Are the proposed roads to be for the exclusive use of the residents?</li> <li>5. or are they proposed to be vested to AT after completion?</li> <li>6. Are these to be constructed to AT standards??</li> <li>7. What is the intention with regards to the management of the reserve's?</li> <li>8. Are the proposed reserves intended to be vested to council?</li> <li>9. How will the reserves be used recreationally?</li> <li>10. Are there any other components of the IRD that are intended to be supporting communal facilities?</li> <li>11. What percentage of the total subject site is covered in landscaping and</li> <li>12. What percentage do the reserves makes up of the subject site (areas proposed to be set aside as supporting communal facility)?</li> </ol> <p>There is the question of how the developments reserves (supporting communal facilities) and roads (if not to be vested) are to be managed. Will there be a body corporate put in place? However, this is technically a matter that outside of what council can look at.</p> <p><b>Objectives of Single House Zone</b></p> <p>The objectives and policies in the Single House Zone are the anchors that this proposal needs to be assess against:</p> <table border="1" data-bbox="459 1485 1394 1559"> <thead> <tr> <th>H3.2</th> <th>Objectives</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td>(1)</td> <td>Development maintains and is in keeping with the amenity values of</td> <td>This development does not appear to be maintaining, nor in keeping with the amenity values of established</td> </tr> </tbody> </table> <table border="1" data-bbox="459 1664 1394 2024"> <tbody> <tr> <td></td> <td>established residential neighbourhoods including those based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character.</td> <td>residential neighbourhood. 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	<p><b>All Rules Apply</b></p> <p>The density of the proposed development indicates that there will be more than 1 dwelling per site over the base parcels. In light of the <a href="#">'Budden' Declaration</a>, the applicant will also need to apply for an additional reason for resource consent under the Single House Zone activity table H3.4.1 (A6) More than one dwelling per site being a non-complying activity.</p> <p><b>Conclusions</b></p> <p>On the face of it, this proposal appears to be a standard residential development that would be more appropriately located within a Mixed Housing Zone where the proposed density would be commensurate. Notwithstanding, the lack of specificity around the definition of an IRD is a problem which may contribute to growing trend of IRD proposals in Single House zone coming through to resource consents.</p> <p>The lack of specificity around the definition of an IRD means the AUP does not provide any indication as to what the scale the supporting communal facility provision should be.</p> <p>Furthermore, the AUP does not provide a definition of 'supporting communal facilities' and the examples provided in the IRD definition refer to facilities usually associated with retirement villages. As this is not a retirement village, there is no other information in the AUP which indicates what type of communal facility would be appropriate to support a residential development.</p> <p>Therefore, it cannot be argued that the provision of the supporting communal facility, which in this instance is the reserves, is inadequate for the plan provides no metric.</p> <p>Neither can it be argued that a reserve is not appropriate to be considered as a supporting communal facility for the plan provided no indication of what would be appropriate for this form of IRD.</p> <p>However, if the reserves are intended to be vested to council upon completion of the development, then these stated components of the IRD will be separated onto their own titles and managed by the territorial authority, quite separate from how the IRD may be managed. This will mean that the proposed IRD won't be classed as an IRD anymore. This is not a desirable outcome.</p> <p>However, a supporting communal facility should be a component in an IRD which distinguishes it from a regular residential development. It is because of this, that I don't think the reserves are a feature that will distinguish this development from a regular residential development.</p> <p>The brief assessment against the objectives of the Single House Zone alone indicates that the proposal in its current form would be hard to support.</p> <p>Notwithstanding, an IRD is possible to be accommodated on the subject site, but I suggest that it would need to be redesigned with smaller number of residential units commensurate with the anticipated density and the bulk would need to be at a scale that is in keeping with the planned built character of predominantly one to two storey dwellings within a generally spacious setting. The terraced housing typology is not a typology one associated with being found on generally spacious settings because they are by their very nature, attached dwellings which imply that their respective associated outdoor spaces are squashed together, which is not suggestive of a spacious environment.</p>
<p><b>Development engineering and services</b></p>	<p>Ethan Fu noted that a flood hazard assessment will be required to understand the overland flow path conveyance and associated effects.</p> <p>Ethan noted insufficient information had been provided by the Applicant in advance of this meeting to comment in any detail on other services or development engineering matters.</p> <p>Nick noted that earthworks calculations were being completed and would be available in due course, as would a geotechnical report, and separately as an aside, a detailed site investigation relative to the site's previous HAIL use.</p> <p><b>Key outcomes/actions</b></p> <p>Nick to send through updated link with latest specialist reports, including geotech.</p>
<p><b>Legal advice</b></p>	<p>Councils position regarding the application in terms of legal advice is summarised below:</p>

With respect to all rules applying:

Council's legal advice was received in relation to an application at 2 & 2A Tizard Road (dated 10 September 2019). The legal advice confirmed that Council's position was accurate and that it is clear the activity is for more than one dwelling on a site. As neither rule (the IRD rule under (A9) in Table H3.4.1 or the more than one dwelling under rule (A6) in Table H3.4.1) excludes the application of the other, both rules apply to the application. Under rule (A6) the application is considered non-complying. Under the bundling principle, the activity should therefore be assessed as a non-complying activity.

This approach is considered consistent with Council's assessment requirements following the decisions of the Environment Court in the Auckland Council v Budden ([Auckland Council v London Pacific Family Trust NZEnvC 030 \[2018\]](#)) declaration proceedings. There is often more than one reason for resource consent and application under all relevant rules in a zone activity table will be required.

We will remain consistent with this approach unless the Environment Court in the Sandspit proceedings (30 and 40 Sandspit Road) declares otherwise.

With respect to assistance with defining an integrated residential development:

The aforementioned legal advice confirms that Council's current interpretation of 'IRD' is accurate. This relates to a residential development on a site greater than 2,000m<sup>2</sup>, that has supporting communal facilities, such as recreation and leisure facilities (i.e. a communal gym, pool, and toilets) falls within the definition. It notes that while the communal facilities will need to be more than standard communal areas provided as part of say an apartment complex, such as a lobby, shared access and garage facilities, the Council will need to make an assessment as to the status of the activity as IRD or otherwise on a case by case basis. It also noted there is nothing in the definition of IRD that requires an element of on-site control for a proposal to be considered an IRD. It found that the application for 2 and 2A Tizard fell within the definition of an IRD. It is noted that in relation to that application it proposed the construction of a four-storey building containing a total of ten residential dwellings (apartments) and associated amenities (gym, pool, terrace area and shower, toilet, changing area). No form of on-site management was proposed, either in the form of a manager's office or apartment.

The legal view agreed with the Council's approach that facilities must be genuinely communal, and extend beyond required shared spaces such a lobbies, access and garage facilities associated with an apartment complex. This would need to be considered in context on a case-by-case basis. It found that there must be some reasonable limits to what can be considered an IRD, so that the intention of the Plan is not simply subverted by the inclusion of token 'communal facilities'. In making this finding it referred to the; Auckland Unitary Plan Independent Hearings Panel, Report to Auckland Council Hearing topics 059 - 063: Residential zones, July 2016, at 7.2 which stated:

The Panel has not provided for a particular class of activity called 'retirement village' but has instead provided for 'integrated residential developments', which would include a retirement village.

...

...the Panel does not support a definition of retirement villages being limited to that in the Retirement Villages Act 2003. It is the Panel's view that a retirement village is essentially a residential activity. While a range of other complementary activities (such as recreation, social, community, cultural and health) may be offered in an integrated manner, it is still essentially part of a residential activity. In the Panel's view **any residential activity that offers a range of other complementary activities** (other than for retirement purposes) should be treated in the same way as a retirement village and vice versa.

Accordingly a class of activity termed **'integrated residential development' has been defined and could apply to a range of activities** such retirement villages, campus-style student accommodation, community and cultural style residential developments.

[emphasis added]

Additional information:

Please also note that a key advantage of the alternative view that the non-complying multiple dwelling rule does not apply will disappear on 30<sup>th</sup> September, when the RMA Amendment Act removes the non-notification presumption for discretionary residential activities. I.e. you will need to do the full section 95A whether it be only a Discretionary IRD, or a combined IRD and Non-complying 'More than one Dwelling' consent.

Felicity Wach, Council's Senior Solicitor further confirmed the below:

1. The opinion was prepared for an application for an IRD in the Single House Zone on Tizard Road, Birkenhead. It was withheld in order to maintain legal professional privilege under section 7(2)(g) of the Local Government Official Information and Meetings Act 1987 (LGOIMA). There were no other considerations which rendered it in the public interest to make the opinion available under section 7(1) of the LGOIMA.
2. Council provided a short summary of the opinion only, specifically to avoid waiving privilege, whilst attempting to be helpful to the applicant. It is considered that privilege has not been waived. Ms Wach is satisfied that you will be able to advise your client sufficiently without a copy of the opinion.
3. The activity status of IRDs in the Single House Zone is a live issue in another application for an IRD at 30 and 40 Sandspit Road, Cockle Bay. That application is subject to an Environment Court appeal, ENV-2019-AKL-000176-Box Property Investment Ltd v Auckland Council, which is currently on-hold while an application for direct referral is made with an amended design. The direct referral is expected to be notified in late September. It is likely that the activity status will be determined by the Environment Court in the Sandspit Road proceedings, unless they are settled prior to a

	<p>hearing. The interpretation taken by Council is consistent between applications, and will ultimately be determined by the Court in due course on the Sandspit Road matter.</p> <p>4. The other point that is worth noting is that because this application will be lodged after the RMAA 2020, the activity status will not affect the decision on notification or the rights to appeal, as it does for applications lodged prior to the RMA 2020 coming into force.</p>
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### Preliminary view on outcome / process

Having regard to the foregoing and based on the information received from the applicant to date, Council does not support the proposal nor its intended outcomes. This position is based on the following:

- Council does not agree that the proposal represents an IRD that provides any significant and/or meaningful integrated communal facilities, and especially not at a scale and function that would appropriately support the proposed density of residential development;
- Council does not agree that the reserves and commercial activity are appropriately or sufficiently integrated with the residential development so as to render this proposal distinct from any other standard residential subdivision, further bolstering the interpretation above that the proposal does not represent an IRD; and
- At the intensity, character and layout proposed, the scheme represents considerable over-development of the site in the Single House zone and does not align with that zone's intended outcome for suburban built character in a manner that maintains or enhances the amenity values of the established residential neighbourhood within which the site is located.

Having regard to the likely notification assessment, based on the information to hand, Council considers that the application would be likely to be publicly notified.

This is a preliminary view only. A final determination on whether Council can support the consent or not can only be made upon receipt of a formal application, site visit and review.

### Resource Consent Strategy

#### Application Documentation

A good quality application starts with a good quality proposal, one that includes all relevant information and documentation required for us to process your consent smoothly. This will help to reduce confusion, delay and cost, as we do not accept applications which have missing information.

We recommend you [engage a professional](#) (architect or consultant) to prepare your application, as the requirements are technical.

	<p>It is important that your application accurately identifies all of the reasons that your project will require resource consent. This may also include any Overlays, Precincts or other features such as flooding or instability, there will be other rules that apply to your site and you will need to demonstrate that you comply with these or state that you are applying for consent.</p> <p>Your consent application must include an <a href="#">Assessment of Environmental Effects</a> (AEE). An AEE is a written statement identifying the effects of your proposed activity on the environment, and information on how you might negate or modify these effects.</p>
<p><b>Specialist Assessments</b></p>	<p>You may need to provide written specialist report(s) to support your application, depending on the scale and significance of your proposal.</p> <p>As described above, in this case the following is considered necessary:</p> <ul style="list-style-type: none"> <li>• DSI/RAP</li> <li>• Geotechnical Report</li> <li>• Flooding hazard assessment</li> <li>• Infrastructure report</li> <li>• Transport assessment including survey and visibility assessment</li> <li>• Refuse collection details</li> </ul> <p><b>Important Note:</b> <i>The specialist assessments required above are advised based on the proposal provided for the pre-application meeting, should the nature and extent of proposal change, further specialist assessments may be required.</i></p>
<p><b>Hazard Risk Assessment</b></p>	<p>A hazard risk assessment must be undertaken when subdivision, use or development requiring resource consent is proposed to be undertaken on land which may be subject to any one or more of the following:</p> <ul style="list-style-type: none"> <li>• coastal erosion;</li> <li>• coastal storm inundation 1 per cent annual exceedance probability (AEP);</li> <li>• coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m seal level rise;</li> <li>• coastal hazards;</li> <li>• the 1 per cent annual exceedance probability (AEP) floodplain;</li> <li>• overland flow paths; or</li> <li>• land instability.</li> </ul>

	<p>The level of information required to be provided should be proportionate to the hazard risk, the nature of the hazard. It should also be appropriate to the scale, nature and location of the development and reflective of the scale of the activity proposed. For coastal hazards this should include a consideration of the effects of climate change over at least a 100 year timeframe.</p> <p>The hazard risk assessment, which does not need to duplicate an AEE, that addresses all of the following:</p> <ul style="list-style-type: none"> <li>a) the type, frequency and scale of the natural hazard and whether adverse effects on the development will be temporary or permanent;</li> <li>b) the type of activity being undertaken and its vulnerability to natural hazard events;</li> <li>c) the consequences of a natural hazard event in relation to the proposed activity and the people likely to be involved in that activity;</li> <li>d) the potential effects on public safety and other property;</li> <li>e) any exacerbation of an existing natural hazard risks or creation of a new natural hazard risks;</li> <li>f) whether any building, structure or activity located on land subject to natural hazards near the coast can be relocated in the event of severe coastal erosion, coastal storm inundation or shoreline retreat;</li> <li>g) the ability to use of non-structural solutions, such as planting or the retention or enhancement of natural landform buffers to avoid, remedy or mitigate the hazard, rather than hard engineering solutions or protection structures;</li> <li>h) the design and construction of buildings and structures to mitigate the effects of natural hazards;</li> <li>i) the effect of structures used to mitigate hazards on landscape values and public access;</li> <li>j) site layout and management to avoid or mitigate the adverse effects of natural hazards, including access and exit during a natural hazard event;</li> <li>k) the duration of consent and how this may limit the exposure for more or less vulnerable activities to the effects of natural hazards including the effects of climate change; and</li> <li>l) any measures and/ or plans proposed to mitigate the natural hazard or the effects of the natural hazard.</li> </ul>
<p><a href="#"><u>Engaging with mana whenua</u></a></p>	<p>Mana whenua have a special cultural and spiritual relationship with the environment, which is a matter of national importance under the Resource Management Act.</p>

	<p>This includes their relationship with their:</p> <ul style="list-style-type: none"> <li>• waahi tapu (sacred sites)</li> <li>• taonga (treasures)</li> <li>• water</li> <li>• ancestral lands.</li> </ul> <p>Resource consent applicants are expected to consult with iwi authorities when developments affect mana whenua values.</p> <p>The best way to identify these values and take these into account is through consultation with the relevant iwi authorities.</p> <p>As part of the consent application process, new developments may need to provide a <a href="#">Cultural Values Assessments (CVA)</a>, prepared by mana whenua or their nominee. A CVA documents mana whenua's cultural values, interests, and associations with an area or natural resource.</p> <p>Not all resource consent applications will require a CVA. This needs to be decided by the relevant iwi authority.</p> <p>To find out who the relevant iwi authorities are for a particular site or location, <a href="#">email us</a>, clearly stating the location's address.</p> <p>If you need help on how to engage with different iwi authorities, <a href="#">contact us</a>.</p> <p>We can advise and guide you on engaging with iwi to ensure the best outcomes for both you and mana whenua. We recommend you get this advice if you have not engaged with iwi before.</p> <p>Alternatively, once an application is lodged, we can provide facilitators who can begin the engagement process for you. However, by this stage, other aspects of your project may have progressed and could be disrupted. Because of this, we recommend you engage before you lodge the application.</p>
<p><b>How to apply</b></p>	<p>You are encouraged to apply <a href="#">online</a>. This will save time and printing costs and you can track the progress of your application.</p> <p>Alternatively, you can post your application or come into one of our service centres.</p>

<b>Fees and deposit</b>	<p>You must include the relevant lodgement deposit with your resource consent application, to cover initial application processing costs.</p> <p>If the actual cost is less than the deposit amount, we will refund the difference.</p> <p>If the actual cost exceeds the deposit amount, which happens in most cases, we will invoice you for the additional costs.</p> <p>The <a href="#">deposit calculator</a> gives an estimate of the deposit required.</p>
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<b>General Information</b>	
<b>Auckland Design Manual</b>	<p>The Auckland Design Manual (ADM) provides a resource for everyone involved in design, building and development to either share their great design stories with others, or to seek inspiration, tools and <a href="#">best practice</a> advice from those who have already been successful. Auckland's planning rulebook, the Auckland Unitary Plan will articulate the rules for the future growth, whilst the ADM illustrates how to achieve the quality outcomes sought by the AUP (OP).</p> <p>The Auckland Design Manual provides advice on design elements such as site layout, privacy, outdoor spaces and designing for the sun.</p> <ul style="list-style-type: none"> <li>○ <a href="#">Auckland Design Manual detached house guide</a></li> <li>○ <a href="#">Auckland Design Manual terraced housing guide</a></li> <li>○ <a href="#">Auckland Design Manual apartments guide</a></li> </ul>
<b>Development Contributions</b>	<p><a href="#">Development contributions</a> are the fees charged by the council for extra community and network infrastructure needed as a result of development projects. You will pay development contributions for residential and commercial development such as new houses, and subdivisions. The money collected from development contributions pays for the cost of public infrastructure that is needed to meet the additional demand from growth. This includes network infrastructure such as stormwater and transport, open space reserves and community facilities. To get an indication of the contribution please use the <a href="#">Development Contributions Estimator</a>.</p> <p>Water supply and wastewater services are not included in the Development Contribution. This is covered in the <a href="#">infrastructure growth charge</a>. This charge is administered by Watercare.</p>



## Important Information

The purpose of a pre-application is to facilitate communication between applicants and the council so that the applicant can make informed decisions about applying for consents, permits or licences.

The views expressed by council staff in or following a pre-application are those officers' preliminary views, made in good faith, on the applicant's proposal. The council makes no warranty, express or implied, nor assumes any legal liability or responsibility for the accuracy, correctness, completeness or use of any information or views communicated as part of the pre-application process.

The applicant is not required to amend their proposal to accommodate the views expressed by council staff. Further, it remains the applicant's responsibility to get their own professional advice when making an application for consents, permits or licences, and to rely solely on that advice, in making any application for consents, permits or licences.

To the extent permissible by law, the council expressly disclaims any liability to the applicant (under the theory of law including negligence) in relation to the pre-application process. The council acknowledges that the confidential nature of pre-application meetings is important to encourage future applicants to engage with the council and attend pre-application meetings. By attending a pre-application meeting, both parties expect that the meetings are held in confidence and the intention is that the associated information that is provided to the council at these meetings, and the meeting minutes, will remain confidential. However, under the Local Government Official Information and Meetings Act 1987 any person may request any information that is held by the council. There is a presumption that information is made available unless there is good reason for withholding it, which is not outweighed by the public interest in making the information available. This is assessed on a case by case basis.

All consent applications become public information once lodged with council. Please note that council compiles, on a weekly basis, summaries of lodged resource consent applications and distributes these summaries to all local boards and all mana whenua groups in the Auckland region. Local boards and mana whenua groups then have an opportunity to seek further details of applications and provide comment for council to take into account.

**Prepared by:**


Name: Kay Panther Knight  
Title: Consultant Principal Planner

Signed:



Date: 23 September 2020

**Reviewed by:**

Name: Brogan McQuoid  
Title: Team Leader, Resource Consents  
Signed:   
Date: 23/09/2020

Released under the provision of  
the Official Information Act 1982

**ANNEXURE F – LETTER FROM IAN MUNRO**

Released under the provision of  
the Official Information Act 1982

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**24 NOVEMBER 2020**

**NICK MATTISON  
CIVIX LTD  
BY-EMAIL**

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Dear Nick

**CONCEPT SUMMARY, 460-478 WEST COAST ROAD AND 317-347 GLENGARRY ROAD,  
GLEN EDEN**

1. Thank you for asking me to provide a short summary of the concept that has been developed in collaboration with the other project consultants and BDG Architects Ltd.
2. The concept plan (v.15) is in my opinion a successful urban design solution for the Site.
3. The key urban design characteristics of the concept are:
  - a. Division of the Site into a series of conveniently-walkable blocks that legibly divide the Site into public 'fronts' and private 'backs'. This is derived from the design principle of a perimeter block, which in turn comes from defensible space theory. This is a fundamental building block of contemporary urban design. It also helps establish a compatible 'like with like' interface with adjoining properties east and south.
  - b. Provision of a new public street network that respects the existing West Coast Road roundabout and intersection with Glengarry Road, and a rear lane-network to accommodate car parking and servicing needs away from the public eye. This will ensure the streets are well-activated, attractive spaces to be in. Footpaths will for the most part not contend with vehicles reverse manoeuvring across them.
  - c. Provision of a small-scale convenience retail area adjacent to an existing dairy located to enjoy maximum benefit from passing traffic, weekend use

of the adjacent large public reserves and playing fields, and to help signpost the northern entry into the Site.

- d. A mix of building typologies to promote housing choice, including a mix of 2-storey and 3-storey buildings. Housing has been maximised facing north and to the large reserve across West Coast Road.
  - e. Integration of an overland flow path into a new communal recreation space and linkage to Glengarry Road. This will provide a space for residents to socialise and also help to open up the middle of the Site with a variety of communal facilities. An internal 'green' has been modestly scaled bearing in mind the proximity of the large reserve immediately north across West Coast Road.
4. A number of iterations have been undertaken to fine-tune the Plan and ensure all of the above design considerations are integrated. In my opinion the concept has been rigorously tested by the consultant team and I and reflects best-practice. It will result in a high-amenity, high-quality new neighbourhood.
  5. Turning to the matter of resource consenting, the concept has also been arrived at after careful consideration of the Auckland Unitary Plan provisions for building bulk and location, density, and integrated residential development. In particular, the concept offers a convincing urban design solution to the zone policy matters of achieving a compatible intensity and suburban built form (H3.3(1) and (2)); attractive and safe streets and open spaces (H3.3(3)); maintaining amenity on neighbouring sites (H3.3(4)); appropriate non-residential activity that supports the social and economic well-being of the community (H3.3(7)); and providing for integrated residential development on larger sites (H3.3(8)).

Please feel welcome to contact me should you wish to discuss any aspect of the above further.

Yours sincerely,



**IAN MUNRO**

urban planner and urban designer

B.Plan (Hons); M.Plan (Hons); M.Arch [Urban Design] (Hons); M.EnvLS (Hons); M.EngSt [Transport] (Hons); MNZPI; Independent Hearing Commissioner

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