

7 December 2021

Ministry for Environment
PO Box 10362
Wellington 6143



Attention: Stephanie Frame – Manager COVID-19 Fast-track Consenting

Dear Stephanie,

RE: The Botanic – Riverhead – Proposed Retirement Village and Associated Activities

Thank you for your letter dated 1 December 2021 requesting further information on the above-mentioned proposal. The following sets out our responses following the headings in your letter:

Stormwater:

1. *The application details that a Stormwater Management Plan for the Project will be designed to fit as a sub-set of the wider stormwater management plan for the structure plan area and will be submitted with the resource consent application to a panel. Comments received indicate that necessary stormwater catchment modelling and the wider stormwater management plan for the structure plan area are not complete. Please provide the following:*

a) timing for completion (and approval if required) of the stormwater catchment modelling and wider stormwater management plan for the structure plan area.

The stormwater work for the wider plan change is currently ongoing. The plan change is expected to be lodged with Auckland Council in March 2022.

A specific standalone Stormwater Management Plan has been prepared for the application in conjunction with the findings of the wider Catchment Management Plan. This approach is considered conservative as this solution provided for the full requirements of the Auckland Council's GD01 Stormwater Management Guideline.

The Stormwater calculations and design solutions have been prepared taking into account the existing and planned urban land uses for the whole catchment, as well as for this site to be able to standalone.

b) timing for confirmation of the required stormwater infrastructure upgrades to support the Project

No wider infrastructure upgrades are required as part of these works. The stormwater system designed for this site and the proposed land use are the only additions required to manage stormwater.

- c) comment on proposed funding for all required stormwater infrastructure upgrades to support the Project, eg. will funding be met in full by the applicant, provided by Auckland Council (and its CCOs) or other third parties.*

The Applicant will fund the infrastructure required within the site to facilitate the project. No external works are required in relation to stormwater.

- d) whether alternative funding arrangements, if required, are likely to impact on the proposed construction timeline.*

There are no alternative funding arrangements required with respect to stormwater.

Water Supply:

- 2. The application details that there is sufficient capacity within the water supply network to provide reticulated potable supply as well as supply for fire-fighting, and that both services will require relatively minor upgrades to the existing network.*

Comments received indicate that the Project will trigger the requirement of a significant local network extension for water supply and upgrades linking to the fire-fighting requirements may also be required. Please provide the following:

- a) confirmation of the required water supply infrastructure upgrades, including for fire-fighting water supply, to support the Project*

Riverhead is currently supplied via a single water supply pipe. It is acknowledged that this does not provide resilience in the event of pipe failure. It is generally understood that the maximum number of "houses" supplied by a single pipe should not exceed 1,000, although this maximum is not stated in the Code of Practice*. Based on the number of properties currently serviced in Riverhead, it is understood that there is capacity to service additional properties - potentially Stages 1 to 3 of the proposed development, consisting of 34, 38 and 42 villas respectively. However, irrespective of the number of properties serviced, it is accepted that a second pipe would be required to service / provide resilience for the apartments due to the higher fire hazard and less mobile residents.

*The Auckland Code of Practice for Land Development and Subdivision Water and Wastewater Code of Practice for Land Development and Subdivision Chapter 6: Water, includes:

- **Clause 6.3.5.9 Watermain hydraulic design input and output** (p) *Reticulation layout that provides security of supply to end users.*
- **Clause 6.3.8.5 Types of system configuration.** Network layouts shall be established in accordance with Watercare's practice to provide security of supply and zone management, and interconnected ring systems.

It is anticipated that there is also hydraulic capacity to service a limited number of additional properties (again i.e., Stages 1 to 3 of the development) within Watercare "standards", however, it is acknowledged that a duplicate pipe would be required to service the ultimate development from a hydraulic and resilience perspective. This duplicate pipe is also required for servicing the wider Future Urban zoned land and would need to be designed with this in mind.

The second pipeline will be installed by the Applicant if required and in the event, there is no cost share arrangement in place with other Developers at the time the pipe is required.

- b) comment on proposed funding for all required water supply infrastructure upgrades to support the Project, e.g., will funding be met in full by the applicant, provided by Auckland Council (and its CCOs) or other third parties [sic]*

Auckland Council / Watercare require developers to pay for required network upgrades to support development. The new pipeline would be a network asset, rather than a transmission asset, and therefore required to be installed at the developers cost.

The Applicant is working with other Developer's on this area to secure a cost share agreement, however if this is not agreed, or in place, at the time the pipe is required to be installed the Applicant will fund the costs of installing the pipe.

- c) whether alternative funding arrangements, if required, are likely to impact on the proposed construction timeline*

No alternative funding arrangements are required with respect to water supply.

Transport / Roading:

3. *The application details that the Project includes works to extend and upgrade Cambridge and Riverhead Roads, and potentially to upgrade the Coatesville-Riverhead Highway - Riverhead Road intersection with an improved roundabout. Comments received indicate that upgrades to the roading network required to support urbanisation of land in this area include corridor upgrades with active modes and stormwater provision (to urban standard), upgrades to the existing roundabout at Coatesville-Riverhead Highway - Riverhead Road intersection and a new roundabout on Riverhead Road. We understand that the Regional Land Transport Plan (RLTP) sets the 10-year plan for the transport network in Auckland (out to 2031) and that no funding is currently set aside in the RLTP (meaning any bulk or strategic network upgrades are more than 10-years away).*

Please provide the following:

- a) confirmation of the required transport/roading infrastructure upgrades to support the Project.*

As discussed in the Stage 1 application, the development proposal includes the 'urbanisation' of the roads fronting the site, and particularly Riverhead Road which currently has open culverts on each side and no kerbing or footpaths.

This urbanisation will include the reduction in speed restrictions, turning lanes for property access, kerbing, footpaths, off road cycle facilities and landscaping, all of which will provide a low speed, urban road environment.

The development of the subject site is not reliant on the upgrades to the existing roundabout at the Coatesville-Riverhead Highway - Riverhead Road intersection or a new roundabout on Riverhead Road.

It is intended to urbanise the road environment in the vicinity of the site irrespective of the outcomes of the proposed rezoning and the associated roundabout improvements and specifically the provision of a right turn bay for access to the site, kerb and channel, footpaths and landscaping can be undertaken

along the Riverhead Road frontage of the site in isolation. This is because regardless of zoning the land is transitioning from rural to urban and urban upgrades would be required regardless.

We also note that the development will be undertaken in stages, starting with the retirement villas at the northern end of the site and generally moving in a southerly direction, with the final stages of development being located adjacent to the Riverhead Road frontage of the site.

The first stages of development will have vehicle connections to Cambridge Road, a local road that extends along the eastern frontage of the site and connects to the wider network to the north, with construction access to the site also making use of the proposed left in/left out connection to Coatesville-Riverhead highway. Cambridge Road is part of the existing urban area of Riverhead.

On this basis, the urbanisation of Riverhead Road will not be necessary until the later stages of the development, with the trigger for this improvement work being when the right turn facility is required to accommodate turning movements into the site.

The provision of the right turn facility will require the widening of the Riverhead Road carriageway and the provision of kerb and channel, footpaths and landscaping will occur at this time.

b) comment on proposed funding for all required transport/roading infrastructure upgrades to support the Project, eg. will funding be met in full by the applicant, provided by Auckland Council (and its CCOs) or other third parties.

The costs associated with formation of the widening of Riverhead Road including the provision of a right turn facility, kerb and channel, footpath and landscaping will be met fully by the applicant, without any external funding.

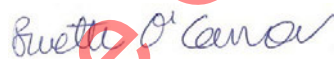
c) whether alternative funding arrangements, if required, are likely to impact on the proposed construction timeline.

As described above, the roading improvements required for the development do not rely on any other parties or processes. As per standard consenting processes detailed engineering design plans will require approval from Auckland Transport prior to construction or vesting land for road.

The timeline for this project is not reliant on other parties or funding arrangements, and as per the application lodged the Applicant seeks to commence construction as soon as that is possible post the consent being granted.

I trust that this provide sufficient detail to respond to these queries and I look forward to hearing from you.

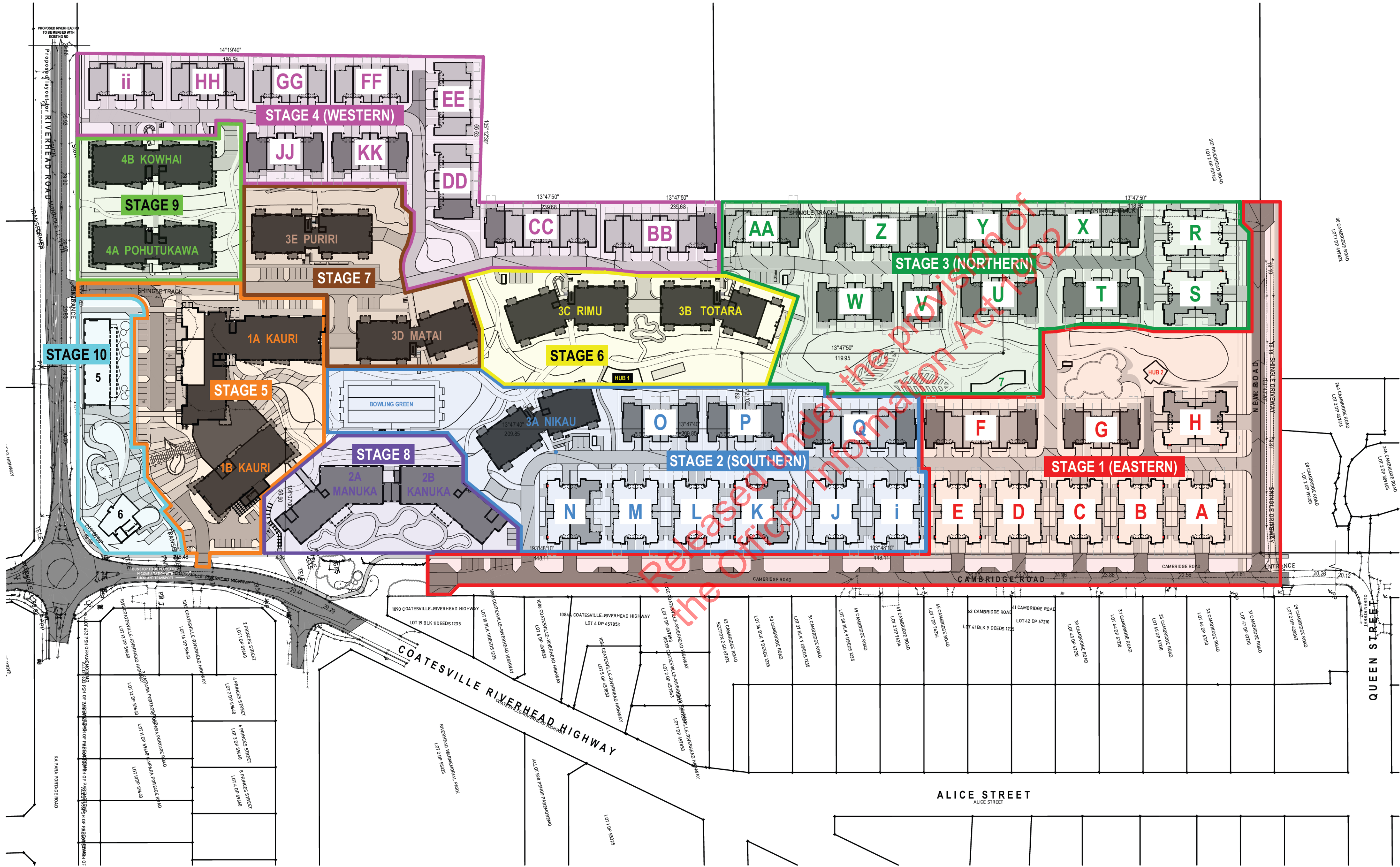
Yours sincerely



Burnette O'Connor
Director/Planner

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- LEGEND**
- STAGE 1**
34 UNITS
 - STAGE 2**
38 UNITS
 - STAGE 3**
42 UNITS
 - STAGE 4**
44 UNITS
 - STAGE 5**
80 UNITS
 - STAGE 6**
48 UNITS
 - STAGE 7**
48 UNITS
 - STAGE 8**
88 UNITS - CARE HOME
 - STAGE 9**
64 UNITS
 - STAGE 10**
CAFE + CHILDCARE

0. STAGING PLAN
1:1000

RevID	CHD	Issue Date	Notes

