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Auckland Council
Te Kaunihera o Tāmaki Makaurau

26 September 2024

by email: nicoleh@barker.co.nz

Dear Nicole

REQUEST FOR FURTHER INFORMATION IN ACCORDANCE WITH SECTION 92 OF THE RESOURCE MANAGEMENT ACT 1991

Application numbers:	BUN60436879 (Council Bundle Reference) LUC60436940 (s9 Landuse Consent) DIS60436941 (s14 Discharge Consent)
Applicant:	Precinct Properties Wynyard Limited
Proposal:	Demolition of existing buildings, including a character supporting, construction of mixed-use development, including 135 residential units, five commercial tenancies, 106 car parks and 143 cycle parks, and associated enabling works
Site address:	198-202 Dominion Road, 214-222 Dominion Road and 113-117 Valley Road, Mount Eden

The following further information is requested to enable an adequate analysis of your proposal, its effects on the environment and the way in which any adverse effects on the environment may be mitigated. The information requested below will enable Council to undertake a full and proper assessment of the application and provide a determination on it.

Planning

1. All current resource consent applications are required to assess Plan Change 79 (Transport Provisions). To this end can you please provide an assessment against all Plan Change 79 provisions, and specifically identify any consent triggers. Where there are additional reasons for consent these will need to be applied for and an assessment provided accordingly. This may require input from your traffic engineer.
2. The applicant proposes a Construction Traffic Management Plan and have sought this to be condition of consent. However, given the scale and location of the site it is considered necessary to provide the framework/ outline of what matters will be captured under the CTMP at the resource consent stage.

Construction Noise and Vibration

A copy of the application has been forwarded to Councils Acoustic Specialist. They have requested

the following information:

1. Other than rock breaking as identified, do any other activities require a consent to infringe the 70 dB LAeq limit? If yes, what activities, what levels and under what conditions.
2. A 20-30t rock breaker is considered in relation to vibration effects, but not in relation to noise. Please provide an assessment of noise effects associated with a 20-30t rock breaker, if proposed.
3. Please provide the assessment assumptions in terms of source noise levels for the assessment of vehicles (cars and service vehicles).

Urban Design

A copy of the application has been forwarded to Councils Urban Design Specialist. Please find attached their s92 requests and preliminary design feedback.

Heritage/ Special Character

A copy of the application has been forwarded to Councils Heritage/ Special Character Specialist They have requested the following information:

1. The images/renderings in the drawings show 8 or 9 under-verandah signs ('Type C') on Dominion Road, which seems excessive and looks cluttered, especially given that there are supposed to be no more than 3 retail units on Dom Rd. Can the maximum number of under-verandah signs please be clarified? I suggest that there should be no more than one hanging sign per unit. If more are proposed, then there should be a strong rationale provided as to why more are desired.
2. There is no fascia signage provided at all on either Dominion Road or Valley Road. Is this intentional? My experience is that most retail tenants are seeking fascia signage, so this should either be provided for now to ensure a cohesive approach, or it should be clarified that this will not be allowed in future (i.e. it will be in the lease terms that fascia signage is not permitted).
3. As part of the proposal the applicant should provide details of what conditions are proposed/ offered at this stage. This is particularly relevant in respect to conditions around the Universal Buildings and should be consistent with the Env Court decision (see conditions 33-35), noting there is no reference to recording or interpretation as mitigation for demolition in the application documentation/ reports.

Landscape Specialist

Councils Landscape specialist has confirmed that they do not have any specific s92 queries, however they have advised that there are soe aspects of the application material that could be tidied-up before public notification as set out below.

1. *Application AEE – page 35, second paragraph text "Error! Reference source not found" hyperlink reference needs fixing.*
2. *Application AEE – pages 50 and 59 contain red text - is this an error, or is the red text deliberate and signify something important?*

3. *Application AEE Appendix 04 Feedback Tracker – some of the text within the table under the 'Visual' heading is missing, which makes it difficult to follow.*
4. *Application AEE Appendix 05 Architectural Drawings – suggest blue dashed line (labelled as 'Previous UDP1 Design' in the legend) should be deleted from drawings RC-401(C), RC-402(C), RC-403(D), RC-404(D), RC-405(D) and RC-406(B) as it is no longer relevant. The most important comparative information to communicate on these drawings, I suggest, is the red hatching (labelled as 'Approved RC Outline' in the legend).*
5. *Application AEE Appendix 05 Architectural Drawings – the drawing RC-422(B), being a section illustrating the Carrick Place Pedestrian Link, is helpful. This drawing provides a better understanding of this space, but raises concerns over the amenity for people that will use this thoroughfare, including potential CPTED issues. I will need to visit this part of the site to fully appreciate whether the design response is appropriate or not; however, in the meantime perhaps the applicant could confirm whether or not they have investigated any alternative access designs e.g. avoiding stairs down and then up again (keeping the access at a higher level overall).*
6. *Application AEE Appendix 06 Landscape Drawings – error in the spelling of the "Feature Paving" label on page 4.*
7. *Application AEE Appendix 07 UD-LVA – page 46, third paragraph is a long and complex run of conclusion reasoning, which is somewhat difficult to follow - perhaps revisit/refine?*
8. *Application AEE Appendix 09 Special Character Assessment – the resolution quality of Appendix 3 is poor*.

Traffic Engineer

A copy of the application has been forwarded to Councils Traffic Engineer They have requested the following information:

1. The tracking provided in the TA shows that heavy vehicles will need to reverse out of the loading space down the ramp towards the basement car park. Please confirm the gradient of the ramp to ensure it complies with E27.6.3.6 (4) and is appropriate for the manoeuvring of heavy vehicles.
2. The TA states that there is vertical clearance of 2.2m to enter the basement car park. The tracking provided in the TA shows that heavy vehicles will need to reverse out of the loading space down the ramp. Please confirm that there is sufficient vertical clearance for heavy vehicles to complete this manoeuvre.
3. The Environment Court decision states that traffic modelling was completed as part of the previously granted consent for the same site. Can the applicant please provide the previous TA that shows modelling of the adjacent intersection.
4. Please confirm if any of the proposed car parking spaces are intended to be used for the proposed commercial activities. If so, please consider providing accessible parking as per E27.6.3.2(A).
5. The architectural plans show that wall-mounted cycle parks are proposed (including over-bonnet spaces). We consider that these cycle parks will be difficult to use, given that many

users are likely to own e-bikes. Please consider providing additional space for floor-standing cycle parking to cater for the increased popularity of e-bikes.

6. The proposal triggers the need for an assessment against the new trip generation thresholds (PC79) as per Table E27.6.1.1 (TA1). Please provide an assessment of effects, given that the decision for PC79 has been notified.

Auckland Transport

A copy of the application has been forwarded to Auckland Transport. They have requested the following information:

Trip Generation and traffic modelling

1. Section 4.3 of the TIA notes, “the proposed development is expected to generate 98vph in the peak hour. This represents an increase in peak hour vehicle trips of 2vph when compared with the previously consented scheme.”

   Upon review, AT considers that the applicant hasn’t provided further information on the potential impacts to the road network (especially on Valley Road and Dominion Road/Valley Road intersection) due to the estimated 98vph trip generation rate. AT acknowledges that the Environment Court decision for the previous consent stated that "the additional traffic generated by the new development would have a minimal impact on the existing levels of traffic on the adjacent road network." However, AT considers that vehicle traffic on the existing road network has relatively increased since 2019, and the traffic model should reflect current traffic volume and lane arrangements of the existing road network.

   In accordance with E27.8.2 (3), AT requests the applicant to provide updated traffic modelling to assess any potential impacts to the operation of the road network (especially on Dominion Road/Valley Road intersection) due to the proposed trip generation rate. If any potential adverse effects to the road network are identified, the applicant is requested to provide an updated assessment indicating how such adverse effects will be avoided, remedied, or mitigated.

2. Section 4.4 of the TIA notes, “the retail and café activities are likely to be used by residents of the development or by other foot traffic in the area, i.e., they are unlikely to feature dedicated vehicle trips.” Upon review, AT considers that the applicant hasn’t provided an appropriate assessment to justify why customer visits to the proposed retail stores wouldn’t feature vehicle trips.

   AT considers that footfall to the proposed retail stores would likely include vehicle trips, even though dedicated parking spaces within the development are restricted only for residential use. If retail stores attract vehicular traffic, AT considers that these trips may have an impact on on-street parking spaces and road network operation (due to additional traffic).

   In accordance with E27.8.2 (3), the applicant is requested to provide an updated trip generation assessment justifying why the proposed retail is unlikely to attract vehicular trips.

   If vehicular trips to the proposed commercial units are to be included in the assessment, the applicant is requested to provide an assessment on the on-street parking demand and

additional traffic on the road network and how any potential adverse effects (if identified) to road network operation could be avoided, remedied, or mitigated.

Conflicts with Woolworths Access

3. It is noted that the proposed access on Valley Road for the development is opposite to the existing access for the Woolworths supermarket. Upon review of the TIA and considering that the proposed access allows for two-way vehicle movements, AT considers that the applicant hasn't provided an assessment demonstrating how potential conflicting turning movements between vehicles accessing the proposed development and Woolworths will be appropriately avoided or managed.

   Considering that the development includes 106 residential parking spaces, AT estimates that vehicle movements to/from the site will be relatively higher during commuter peak hours. AT also considers that supermarkets experience relatively higher vehicle trips during the evening peak hours. Therefore, AT considers that the potential for conflicting turning movements is relatively higher in the peak hours, resulting in potential for safety-related adverse effects and potential congestion on the road network.

   To ensure any potential adverse effects to road user safety and road network operation are appropriately avoided, remedied, or mitigated in accordance with E27.8.2 (3) and E27.8.2 (11), AT requests the applicant to provide an updated assessment indicating the likelihood of conflicting turning movements occurring on the road network and how such conflicts will be effectively managed. If any potential adverse effects are identified, please provide an assessment on how such adverse effects will be avoided, remedied, or mitigated.

4. Considering the proposed 135 apartment units within the site and the site's proximity to Woolworths, AT considers that there is potential for a relatively higher number of residents attempting to cross Valley Road between live traffic to access Woolworths. Considering that Valley Road is an arterial road, AT considers that this pedestrian behaviour could result in potential safety-related adverse effects. To ensure pedestrian and road-user safety in accordance with E27.8.2 (3), AT requests the applicant to provide an assessment on how pedestrians could safely access Woolworths. If any potential adverse effects are identified, please provide an assessment on how such adverse effects will be avoided, remedied, or mitigated.

Pedestrian safety and intervisibility

5. Section 4.5 notes that an access gate is setback 10.2m from the property boundary "to ensure queued vehicles are contained on-site and not extend over the pedestrian footpaths or onto the arterial roads.". Upon review of the architecture plans, AT notes that columns are proposed on either side of the vehicle crossing, as shown in Figure 1 below. Given the scale of the development and the relatively high pedestrian traffic on Valley Road, AT considers that the proposed columns could potentially impede the visibility of exiting vehicles. Further, AT considers that the 10.2m setback could potentially allow exiting vehicles to pick up speed once the gate opens, resulting in pedestrian safety-related adverse effects. o ensure pedestrian safety at the vehicle crossing in accordance with E27.8.2 (11), please provide an assessment on how pedestrian safety and intervisibility will be ensured at the crossing and how any potential adverse effects could be avoided remedied, or mitigated.

Stormwater

6. The Civil Engineering Report notes that exit point of northern OLFP is being diverted further east on Valley Road. The report states that the change in location of exit point is not expected to adversely affect any other properties. However, no assessment has been provided to support this. To ensure any potential adverse effects due to flooding are appropriately mitigated, the applicant is requested to provide an assessment to demonstrate the effects of this diversion in accordance with Table 2 and 3 of the Auckland Transport TDM Chapter 4.

Figure 1: Vehicle crossing arrangement at Valley Road. Source: Sheet RC-054 Rev C of the Architecture Plan dated 27 August 2024.

Other Non-S92 Matters

I also bring the following matters to attention, which I urge the applicant to take on board and address at their discretion. These are not s92 requests, but suggestions/other items for the applicant to consider:

7. Section 5.2 of the TIA notes that “on-street parking removal will be required to establish the new vehicle crossing. The closure of the existing vehicle crossings and reinstatement to kerb and footpath will result in the availability of additional on-street parking space being created, if desired by AT.”

   The applicant is requested to provide an updated plan indicating the amendments proposed to the road reserve (including but not limited to the NSAATs, the extent to which the existing on-street parking spaces will be removed and the location where the parking spaces could potentially be reinstated).

Waste Management

A copy of the application has been forwarded to Council’s Waste Manage Specialist They have requested the following information:

1. It is noted that the Valley Road waste rooms for residential and commercial have doors between these. However, can it be confirmed whether these two waste rooms will be kept separate?

2. As per the waste plan (WMP), for the bins from the Dominion Building, " All 660L bins will be fitted with tow-tugs, it is envisaged that the property will own/ lease a suitable ATV vehicle to tow the bins."p6. The WMP also advises that "On service days the building manager will put the bins together and move all full bins to the Valley Road waste room to empty, then return these after". P6. Could the applicant advise if this transportation of the bins will be possible (with servicing to be three times a week), or whether an alternative smaller truck will be needed to transport the bins to the northern waste room and to return these to position after emptying.

Contamination

A copy of the application has been forwarded to Council's Contamination specialist. The Contamination Team have provided the following feedback/ assessment, which is for your review/ consideration – and specifically that additional testing should be undertaken:

While I agree that once the buildings have been removed, it will provide the best opportunity to fully assess the site, especially if there is a potential for further USTs to be present. However, I do have some concerns regarding the former dry cleaners (the commercial laundry formerly at 115 Valley Road). Interviews were conducted with the most recent manager (as documented in the attached Preliminary Site Investigation (PSI) by T+T in 2015). The manager indicated that current laundry activities at that time only involved small volumes of chemicals (such as detergents, disinfectants, and optical whiteners), and no dry cleaning was carried out at the site. However, it is not clear when this business was first established, and there was no access available to inspect the back of the building.

Given this uncertainty, I recommend that any additional testing in the vicinity of this commercial laundry area, also include contaminants of concern associated with dry cleaners (such as chlorinated solvents, TCE, etc.). If underground tanks or soil contamination is detected, which suggests dry cleaning fluids were used/stored/disposed of onsite, a groundwater investigation (including the installation of groundwater monitoring wells onsite) will be necessary. Depending on the level of contamination in soil/groundwater clean-up or building protection measures may need to be incorporated into the development plans

As further investigation is needed, I agree the works will trigger discretionary activity consents under both the NES:CS and E30 of the AUP(OP) on the condition these further investigations (including groundwater investigations and clean up/building protections measures (if required)) can demonstrate the site is suitable for its intended land use and the works both during and post construction are protected from contaminant discharges

As further investigation is needed, I agree that the proposed works will trigger discretionary activity consents under both the NES:CS and Chapter E30 of the AUP(OP). These consents may be granted on the condition that the additional investigations, including groundwater assessments and any necessary clean-up or building protection measures are incorporated into the design (if required), demonstrate that the site is suitable for its intended land use and the proposed works must adequately mitigate the risk to human health and the environment (both during and post-construction).

Stormwater Specialist

A copy of the application has been forwarded to Council's stormwater specialist. They have requested the following information in blue.

Auckland Unitary Plan Operative in Parts AUP (O-P)

*My understanding is the proposed development will create total impervious area of 4,207m^2 (building roofs = 3,258m^2 (65%) + **external vehicle pavements & footpaths = 957m^2**) plus residential terrace house & apartment building (THAB) = 324m^2.*

Stormwater management

Primary flows will be discharge to rock bore soak pits - designed in accordance with GD07. The stormwater will be treated via sumps prior to discharge and will be designed in accordance with Auckland Council's GD07.

Soakage testing performed in boreholes 1 and 2 confirmed a soakage capacity of 34.7 L/s and 35.3 L/s respectively, each over a 10-minute duration.

The applicant has applied for a controlled activity consent under E8.4.1(A9) for the diversion and discharge of stormwater runoff from impervious areas greater than 1,000m2 up to 5,000m2.

- *A preliminary cross section of the soakhole device should be provided. (Need to design in accordance with TR2013/040 - Stormwater Disposal via Soakage in the Auckland Region*
- *The drainage plan (C10 prepared by Babbage and dated 30/08/2024 for the site shows the proposed four soakhole locations, please provide the catchment impervious area for each soakhole.*
- *The stormwater management devices will be located on private land. The application report did not provide detail regarding the long-term operation and maintenance of the stormwater management system. It is anticipated that a body corporate or other legal mechanism will be established. The owners of the units will be jointly responsible for the long-term operation and maintenance of the stormwater management system. Please provide operational and maintenance report.*

The site is within both a 'Quality-Sensitive Aquifer Management Area' overlay and a "High-use Aquifer Management Area' overlay of the AUP. Given the significance of this aquifer and the intensity of the development the on-site drainage networks should include water quality\treatment mechanism(s) prior to discharging to soakholes (and in addition to the prerequisite settling chambers).

In addition,

The relevant controlled activity standard, E8.6.3.1(2) of the AUP details with regards to stormwater quality management:

> *Stormwater management devices must be provided to reduce or remove contaminants from the impervious area to the maximum extent applying best practicable options*

Additionally, the relevant stormwater management policy regarding ground soakage, E1.3.(15)(c) of the AUP details:

> *Stormwater quality treatment is implemented to minimise effects on the capacity and water quality of the underlying aquifer system*

Treatment in accordance with Stormwater Management in the Auckland Region, GD2017/001 (GD01) is considered best practise in regard to ensuring proposal is consistent with the rules, objectives and policies of the AUP.

Anti-clogging measures such as sediment settling chambers, litter traps or leaf separators should always be incorporated in the design of a soakage device to minimise maintenance requirements and ensure long-term operation. Anti-clogging measures for different soakage devices are addressed in the specific design chapters of this soakage guideline.

Soakage devices do not provide water quality treatment.

The applicant stated that: "Soakpits will be fitted with filter cages in accordance with Auckland Council's GD07 which provide pre-treatment as gross pollutant traps prior to discharge to the underlying volcanic aquifer". It should be noted that gross pollutant traps are not designed to achieve the same level of stormwater quality treatment it could be considered as part of a treatment train only.

- *Please consider an appropriate stormwater treatment device for the trafficable area (957m^2 (18%)) prior to discharging into the soakage system.*

The applicant stated that half of the secondary flows, will be draining to soakage and the remaining half to Valley Road.

- *Please provide more clarification, as this is not clear to me, my understanding is that the site generally slopes downwards from the northern boundary to the southern boundary although the low point is within a depression in the north-western area of the site and the southern area of the site is relatively flat.*

Development Engineer

A copy of the application has been forwarded to Council's Development Engineer. They have requested the following information:

1. *Stormwater:*

   - *For 10% flows -*

   All the reference to existing impermeable area is irrelevant in this case being discharge to soakage. The tested soakhole results are from 2017 which are more than two-year-old. In addition, it is unclear if the soakage was tested on the same location where they will be established. There were two soakage holes tested with 34.7l/s and 35.3l/s rate. It is unclear if the same rate can be achieved now. In addition, it is unclear if this total 70.0 l/s rate is sufficient to serve the proposed development (10% discharge from all proposed roof and paved areas). If not, then how many more bore holes will be needed? Can they be tested or when they will be tested? We need these details along with clear assessment sheet / report as per GD07. We need exact plan of proposed soakage systems.

We first need the soakage system developed and demonstrated to serve 10% s/w flows from the proposed impermeable areas. This will confirm the stormwater disposal (10%) to the ground soakage is feasible for the new development.

- *For 1% flows -*

It is important first applicant assesses and addresses the effects of 100% flows discharged to the ground. It should be noted that Auckland council central part if considered soakage area and council's s/w CoP and GD07 is expecting this area should be used for disposal of 10% flows into the ground. Discharging 1% flows will certainly have limitations as well as effects on subsoil storage. Hence, it can be said that the 10% discharging ability to the ground may be compromised due to 1% discharge. It should be noted and clarified in the meeting that if the aquifer conditions change and have full capacity then hazard such as flood will remain unserved, and it will have more effects down the lifetime. Hence discharging the 1% flow into the soakage is not considered acceptable until and unless applicant proves that it is sustainable way for lifetime of the development without the effects on environment. This is needed.

For 1% flows, we need separate assessment which can demonstrate how the storage is being arranged and managed as alternate to the compromised storage due to the proposed development. We also need to see how the flows will be transferred to storage and will operate during 1% flood event. Similarly, the storage will also be working during 10% flows so how this will be working.

2. *Wastewater:*

   Please provide duly filled wastewater and water planning assessment form required by WSL (attached).

3. *Water:*

   Please demonstrate with evidence that proposed development can receive adequate flow and pressure from water supply network.

4. *Flood:*

   It is mentioned in provided flood assessment that the OLF entering from eastern boundary (>8500m2 catchment & 0.332m3/s flow rate) will be blocked because currently upstream neighbour is blocking it. This approach is considered no acceptable. There is highest possibility in future that the neighbour develops the property with allowing the OLF to pass to the subject property (maintaining entry and exit as per AUP) then this development will be a cause of obstruction. It is also important to be noted that the neighbour properties might be developed in past when there was no appropriate information about the OLF / flood available which is not the present case. Hence, it is expected applicant assesses their proposal based on the OLF entering into their property and they need to demonstrate how this is being managed. Similarly, an OLF entering from north (western side) is a minor OLF (<4000m2 catchment) need not to be assessed for depth and freeboard etc. However, it should explain how the proposed development will allow it to flow without obstruction to the expected exit. It may not be acceptable reason that upstream neighbours have already blocked this as mentioned above.

Once we receive all this information, then we will send this to HW for their comments on specific matters.

The overland flows are expected to be diverted along the eastern side to the road. It is important we have all details that show how the existing OLF will be collected inside the boundary into the proposed flow path channel, how it will work and will be maintained and how it will discharge the flow to the exit.

Earthworks:

It is expected to have heavy machines to complete excavation activity which is related to cutting the rock with the help of heavy plant (35t to 50t excavators) with rock ripper buckets or a single tyne pick. Although the precaution will be taken but the buildings on 109 Valley, 224 / 234 Dom Rd and 184-196 Dominion buildings are close to or above the boundary and appear very close to excavation area. Please comment on exact methodology or mitigation to confirm how the effects of such earthworks over the neighbour buildings will be managed.

NB: following receipt of the s92 responses the Council Development Engineer may/ will need to liaise and consult with HW and Watercare. This may result in further clarification being sought on these related matters.

Pursuant to S.92A of the Resource Management Act you must respond in writing to the following information request by 18 October 2024 by undertaking one (or more) of the following options:

1. Provide the information.
2. Request, in writing, an alternative date by when this information would be provided. The revised timeframe would need to be agreed to by Council. The application would remain suspended until this time. If you agree to provide the information but do not nominate a timeframe then Council will set a reasonable time within which you must comply and will notify you of this.
3. Advise in writing that you are refusing to provide the information if you consider the information request to be unnecessary to enable the determination of the application.

No notification decision has been made to date. If no response is received to any of the options by **18 October 2024** or you refuse to provide the information under Option 3 Council pursuant to Section 95C of the Act must publicly notify the application.

In accordance with the Resource Management Act, processing of your application will be suspended until the indicated date, pending your response to this request. Please note that the processing clock will stop as this is the first request for additional information.

Please note that the Resource Management Act prescribes a detailed process for the issuing of requests for further information, and the options available to an applicant when responding to these requests. This letter is intended as a summary only of the legislative processes involved. Requests for information are issued by Council in order to facilitate the efficient processing of your application, and to ensure that all necessary information is before Council to ensure best practice decision-making takes place. If you wish to query Council's information request then we suggest that you contact the author of this letter to discuss, prior to taking any formal steps under the Act.

If you have any queries regarding the above, please contact me on 022-410-5514 or

dylan@dcs.gen.nz

Yours faithfully

Dylan Pope

Consultant Planner

SECTION 92 REQUEST

To: **Dylan Pope**

From: **Andrew Henderson Principal Urban Designer**

Date: **25.09.24**

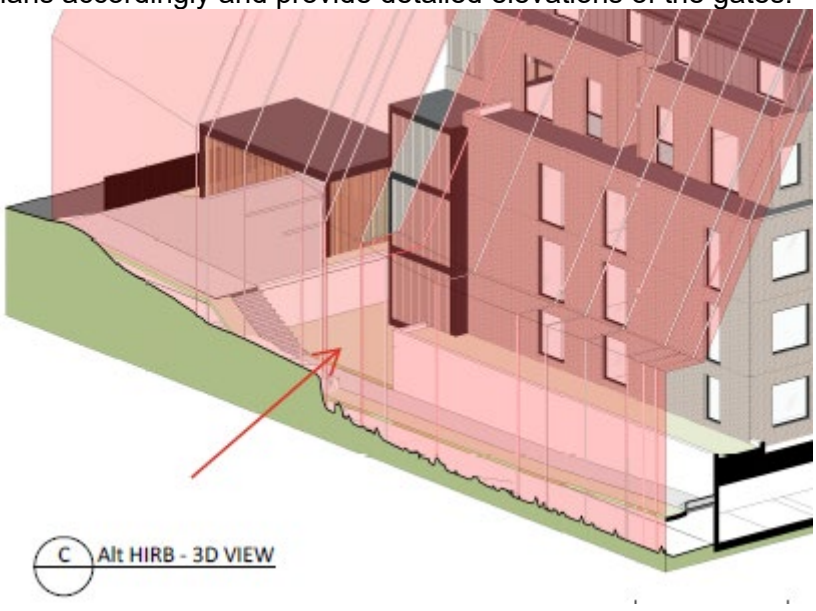
Address: **200 Dominion Road Mount Eden**

Application #: **BUN60436879**

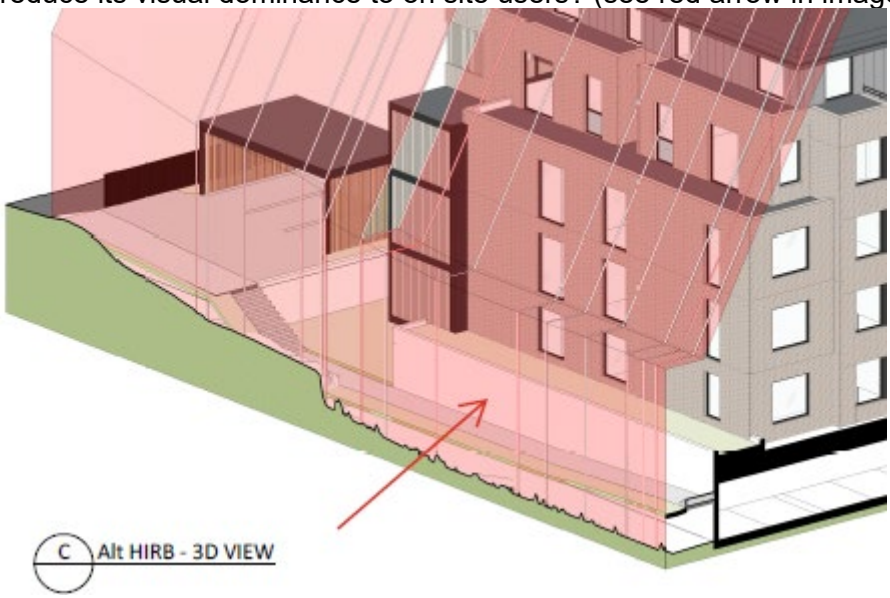
Dear Dylan

Please find below my Section 92 request in relation to the above project:

1. Please provide a detailed diagram of how overlooking and privacy matters are being dealt with between the first and second floors of the Carrick building (North elevation) and the adjacent neighbouring retirement village. You may wish to extend this to all windows on the northern elevation. Please also clarify and provide rational on whether a secondary mechanism to help screen/diffuse views and address these windows is necessary in your opinion?
2. Please provide a detailed bulk and massing analysis, inclusive of the architectural outcome, of the Valley and Carrick building east elevations.
3. Please provide the bulk form diagrams and comparisons for review within the RC plan set.
4. Please clarify whether a gate is proposed for the Valley Road vehicle crossing or car park entrance and if not, please clarify how site security will be managed from/through this site entrance? (see red arrow in image below for alternative access route to site from Valley Road). If gates are proposed please amend the plans accordingly and provide detailed elevations of the gates.



5. The entrance gate to the Valley Road pedestrian entry is significantly recessed from the street frontage. Please explain the rational for this design and advise whether loitering and hidden entrapment spots can be sufficiently mitigated as designed?
6. Please clarify the spacing between louvres on Typology 3A and advise whether, due to their angled orientation, views can be achieved back and down towards the adjacent retirement village outdoor living areas.
7. Please can you revise the shading diagrams to provide a change in the colour of the existing surrounding building shading so it is clearer and distinct from the proposed building colour. This will assist in being able to more clearly assess the merits of sunlight access/shading.
8. With regards to the shading diagrams provided, the applicant may wish to provide a separate example set of shading diagrams of a permitted and realistic bulk and massing building envelope, for the purposes of comparison during the later afternoon hours on the equinox. The 'zone permitted' shadow extent could also then be plotted on the main shading diagram for ease of comparison. This may help in assessing the additional amount of shading generated that is anticipated by the zone and the difference between the previously permitted extent of shading and that proposed.
9. Please provide elevations and 360deg. perspectives of the proposed pavilion structure and identify any internal fit out proposed.
10. Please clarify the design of the wall facing the rear Carrick Street pedestrian access. This is currently not shown on the plan sets and will appear as a tall enclosing wall to a narrow width access. Will this provide any treatment to reduce its visual dominance to on site users? (see red arrow in image below)



11. Please clarify the surface material proposed for the main pedestrian access link between the Dominion and Carrick buildings. This is not indicated on the landscape or RC plan sets. Please note the related design comment below.
12. Please clarify the landscape treatment along the northern boundary between the Carrick building and the adjacent retirement village as this does not appear

to be clearly identified within the landscape plan set. Some plans and perspectives show a hedge and or tree outcome. Please also provide a rational for the design of this landscaped space and its intended role/outcome.

13. Please provide typical elevations/sections of the intended planter box, planting, hedge and fencing outcome to the ground floor outdoor spaces around the communal courtyard. Provide an accompanying analysis and design rational on how this will achieve sufficient balance of privacy and passive surveillance between the two spaces.
14. Please clarify the handrail or the design of enclosure to the stairs between the sunken garden and the multi-purpose lawn area. Are these stairs and the sunken garden enclosed by a tall wall, preventing visibility of the space or is it intended to be more open?
15. Please clarify the positioning of the Rewarewa trees along the eastern site boundary and whether these been placed strategically to address effects onto adjacent the adjacent neighbour from the tall apartment buildings balcony locations. If they have not, please clarify whether they should be or not?

Preliminary Design Review

The following does not form part of our Section 92 request, but identifies preliminary design concerns from our initial design assessment. The applicant is strongly encouraged to consider these matters further:

1. The path material between the Dominion and Carrick buildings appears it might be timber. Timber during the wet becomes slippery and a hazardous surface, especially for mobility restricted. Given that this is the main route for residents it is strongly recommended to provide a different and less slip prone material for this pathway. A different coloured paver would be adequate.
2. With regards to the s92 question above on the same, it is considered that a more beneficial outcome and to avoid adverse CPTED situations, that the Valley Road entrance gate is brought forward to the entrance of the pedestrian access. Possibly with a short instep to allow for pedestrians to step off the main pavement and avoid congestion.
3. The angled louvres on type 3A may be better orientated towards Carrick street to direct views towards the street and possibly enhance the outlook from the living space.
4. Has the applicant considered any additional opportunities for more storage lockers within the basement car park? Could some be placed within the bike storage area off the Carrick Street service core?
5. There is a general design concern with some of the apartment unit designs and the reduction of residential amenity afforded to future owners/occupiers. The first is Type S5 which is a 1 bedroom unit where the bedroom does not have an external window instead relying on a glazed wall to gain borrowed daylight. The second is across a number of typologes where the main bathroom is located directly opposite the kitchen or dining space. I welcome your consideration of this and any rational you may wish to provide.
6. It is recommended that more illumination is provided along the main pedestrian route between the internal courtyard building entrances. In addition to the already low proposed bollards to ensure a safe main route for pedestrians.

Should you wish to discuss the content of this Section 92 request or discuss anything further on this application please contact me.

Yours sincerely,

Andrew Henderson
Principal Urban Designer
Design Review Team
Tāmaki Makaurau Design Ope

Development Application Form – Water Supply/Wastewater Planning Assessment		
Development Application Status	**Resource Consent Application**	*Pre - Purchase Enquiry / Enquiry to Support* *Plan Change Application / Pre - Application* *Enquiry / Resource Consent Application /* *Engineering Approval*
Date of Application	**31/01/2024**	
Address of Development	**24-26 Sierra Street Glendowie, Auckland**	
Layout Plan of Proposed Development clearly showing: • Aerial photograph • Road names • Boundary of development • Preferred point of connection to existing water supply and wastewater asset		
	Description	**Comment**
Current Land Use	*Residential (Single family dwellings)*	*Residential (Single family dwellings) / Residential (Multi-unit dwellings) / Residential (Multi-storey apartment blocks) / Commercial / Industrial / Other (Please Specify)*
Proposed Land Use	*Residential (Multi-unit dwellings)*	
Total Development Area (Ha.)	*3414 m^2*	
Unitary Plan Zoning	*MHS but proposed MHU with no qualifying matters*	
Number of Residential Households (Consent & Ultimate)	28 households. 14units of 2 bedrooms, 14 units of 3 bedrooms.	*E.g. 12- storey apartment building with 4 units per storey is 48 residential households.*

Refer to Water and Wastewater Code of Practice for Land Development and Subdivision Section 6 Water Supply

Water Supply Development Assessment		
Average and Peak Residential Demand (L/s)	1.60	*Show calculations based on Watercare CoP*
Average and Peak Non-Residential Demand (L/s)	NA	*Show calculations based on Watercare CoP*
Non Residential Demand Typical Daily Consumption Profile / Trend	NA	*E.g. 24 hr operation / 10 hr (9am – 5pm) / Filling on-site storage at certain frequency)*

Fire- fighting Classification required by the proposed site	FW2	*Refer to New Zealand Standard SNZ PAS 4509:2008*
Hydrant Flow Test Results	☒ Yes ☐ No	*Attach hydrant flow test layout plan and results showing test date & time; location of hydrants tested and pressure logged; static pressure; flow; residual pressure*
Sprinkler System in building?	☐ Yes ☒ No	*Sprinkler design should consider Watercare Level of Service: minimum pressure at 200kPa and minimum flow at 25 l/min. The building owner shall conduct periodic review of sprinkler design.*
Further Water Supply comments		

Refer to Water and Wastewater Code of Practice for Land Development and Subdivision Section 5 Wastewater

Wastewater Development Assessment		
Peak DWF and WWF Residential Design Flows (L/s)	Consent PDWF =0.79 Consent PWWF=1.76 Ultimate PDWF =NA Ultimate PWWF =NA	*Show calculations based on Watercare CoP. If relevant for ultimate development scenario include No. of Potential Units/ lots for calculations.*
Peak DWF and WWF Non-Residential Design Flows (L/s)	Consent PDWF =NA Consent PWWF =NA	*Show calculations based on Watercare CoP.*
Non-Residential Discharge Profile / Trend (i.e. Operations)	NA	*E.g. 24 hr operation / 10 hr (9am – 5pm) / Other*
New Assets Required for Development	New manholes and pipes.	*If applicable please provide supporting calculations and indicative design parameters (ie. Pump Station and rising main or storage)*
Sewer Capacity Check	Checked Ok, Please see attached calculations.	*Capacity assessment at proposed connection point and impact on network*
Further Wastewater comments		

For internal Watercare use only

Date Application Received	
Application Ref No.	
Assigned Connections Engineer	
Prior Developer Correspondence with Watercare	
Neighbouring developments to consider in capacity assessment	

Water Supply Development Assessment

28 dwellings with 145 people

Design Population = (14) dwellings x (4) people + (14) dwellings x (5) people = 126 people

Average daily demand = 126 x 220 = 27720 L/d (see section 6.3.5.6 for minimum demand)

Peak day demand = 27720x 2 = 55440 L/d

Peak hourly demand = (55440/ 24) x 2.5 = 5775 L/h

= 5775 / 3600 = 1.60L/s

Wastewater Supply Development Assessment

Design Population = (14) dwellings x (4) people + (14) dwellings x (5) people = 126 people

Design ADWF (L/s) = 126 people x 180 (L/p/d) ÷ 86400 (seconds/day) = 0.2625 L/s

Self-Cleansing Design Flow (L/s) = ADWF x $PF_{Self\text{-}Cleansing}$ = 0.2625 L/sec x 3.0 = 0.7875 L/s

Peak Design Flow (L/s) = ADWF x $PF_{Peak\ Design\ Flow}$ = 0.2625 L/sec x 6.7 = 1.75875 L/s

Sanitray sewer Calcualtion

Catchement

Area	206445	m2
Estimate Area per dwelling	300	m2
Dwellings	688.15	dwelling
Estimate Occupancy per dwelling	4	people
ADWF	180	l/p/d
PDWF	3	
Design Volume	1486404	l/p/d
Flow rate	17.20375	

pipe capacity

Pipe Diameter	150	mm		0.15	m
Flow Rate	17.20375	l/s			
Gradient i	2	%		0.02	
Mannings n value	0.011				

Using Mannings Formular = $Q = A \times V$

$V = 1/n \times m^{2/3} \times i^{1/2}$

$m = A / P$

Assume Angle alfa =	360	degree		6.283185	rad	
Wetted Preimeter P =	0.471239	m				
Flow Cross Section A =	0.017671	m^2		0.017671		-6.9E-19
Hydrolic Radius m =	0.0375	m				
Velocity based Alfa =	1.440378	m/s		**Flow Rate Required**		
Pipe Flow Rate =	25.45358	l/s	>	17.20375	l/s	
				OK		