13 Sept 2018

Ellis Gould Solicitors
Attention: **Douglas Allan** dallan@ellisgould.co.nz
Julie Goodyer jgoodyer@ellisgould.co.nz

Copy to applicant:

Drive Holdings Limited
c/- Landplan Growth Estates Limited
Attention: **Doug Osborne** dosborne@landplan.co.nz

Dear Douglas and Julie

Request for further information under section 92 of the Resource Management Act 1991

Application number:	BUN60324987 - Bundle LUC60324989 - Land use WAT60325010 - Groundwater
Applicant:	Drive Holdings Limited
Proposed activity:	The demolition of all existing buildings on the site and the construction of 7 new multi-level buildings on a podium above a two-level basement, to provide mixed commercial (retail, food & beverage), entertainment (cinema) and residential activities (100 apartments and townhouses)
Site address:	75-97 Tamaki Drive, 6-14 Patteson Avenue, 26-30 Marau Crescent, Mission Bay

I have undertaken a preliminary planning check of the above application. Under section 92 of the Resource Management Act 1991 (RMA), I request the following further information to enable an appropriate understanding of the proposal and assessment of its effects:

Groundwater

Advice note: the following questions are based upon feedback from Council's Senior Specialist Richard Simmonds.

1. Although we note that section 6.6 and Table 6.11 of the Tonkin & Taylor Geotechnical and Groundwater Assessment Report give a brief summary of the combined settlement effects at the nearest buildings, an assessment of the likely ground settlement profile due to the

combination of groundwater drawdown and retaining wall deflections is required, please provide.

2. Please provide an assessment of the tolerance/sensitivity of the neighbouring building structures at 99 Tamaki Drive and 32 Marau Crescent to the predicted differential settlement that could result from the dewatering and retaining wall deflections, with respect to their age, construction and foundation type, from the structural design engineer for the project, as recommended in item vi of Table 6.10 of the Tonkin & Taylor report.

3. Table 3.2 in section 3.2.5 of the Geotechnical and Groundwater Assessment Report identifies potentially affected services in the vicinity of the site. Please provide an assessment of the effects of the predicted combined settlement on these services.

Landscape

Advice note: the following questions are based upon feedback from Council's Consultant Landscape Architect Peter Kensington.

Additional landscape design drawings

4. The application landscape design drawings[1] do not include a scale reference, however this is pressumed to be 1:500 at an A3-sized page when compared to other drawings provided with the application. Refering to the AUP(OP)[2] requirement under rule C1.2(1)(d) which states that drawings should be provided at a scale of 1:200 or at a scale that shows sufficient detail of the proposal to determine its effects. In my opinion, more detailed landscape design drawings should accompany an application of this scale and complexity. I therefore request revised landscape design drawings, at an appropriate scale, to illustrate:

    a. Confirmation of the design response for works within the road reserves of both Patteson Avenue and Marau Crescent in the vicinity of the proposed vehicle access points to the car parking on site. In particular, these drawings are to illustrate how pedestrian priority over vehicles is to be achieved and (for the Patteson Avenue area) whether additional street tree planting is achievable. I note that there is some inconsistency within the application drawings as to how these areas are to be treated and I suggest that the landscape design drawings should be the definitive material.

    b. Confirmation of the design, materials and height of all proposed barriers and gates between the public and private realms at the podium level, including in relation to any proposed barriers and gates at ground and/or podium level.

[1] Buchan drawing set pages 147-149.
[2] Auckland Unitary Plan (Operative in part)

c. Details, including plant species and locations, for the proposed "massed evergreen buffer planting" within the yard space along the eastern boundary of the site, including details for how this area is to be accessed for maintenance purposes as well as any proposed barrier/gate at the Marau Crescent interface which will discourage and prevent public access.

Additional photomontage

5. Appendix 1 (ZTV Visibility Mapping) of the application's Assessment of Landscape and Visual Effects illustrates that the proposal is likely to be visible from a relatively large area to the west of the site. This area includes parts of the Whenua Rangatira 'Takaparawha Park' at 2-56 Kitemoana Street, Orakei. I appreciate that the applicant has provided a photomontage from the north-eastern extent of this area (VP17), however I request that the applicant provide an additional photomontage from the southern extent of this area, perhaps from a location near the northern end of Kupe Street. If required, I would be happy to work with the applicant's landscape architect to determine and agree a suitable representative public viewpoint.

Annotated photomontages

6. I request that the applicant annotate the photomontages that have been provided to illustrate (within the images) the location of the AUP(OP) standards of 16m occupiable building height and the 2m height for roof form in order to allow for a better understanding of the proposal's infringement of the total building height standard when viewed from the assessed representative public viewpoints.

Urban Design

Advice note: the following questions are based upon feedback from Council's Principal Urban Design Yu-Ning Liu.

Site Plan/Context Analysis Plan

7. Please provide a Site Plan (1:1000 at A3) indicating proposed ground floor/street level plan overlay with adjacent (existing) building footprints to assist with a meaningful understanding of the spatial relationships between the proposed development and the immediate surrounds (refer to the diagram below for the extent of area), in which should clearly illustrate and identify the following information:

a. main access points to the proposed development and neighbour sites (vehicular and pedestrian), including pedestrian crossing on street, if within proximity;

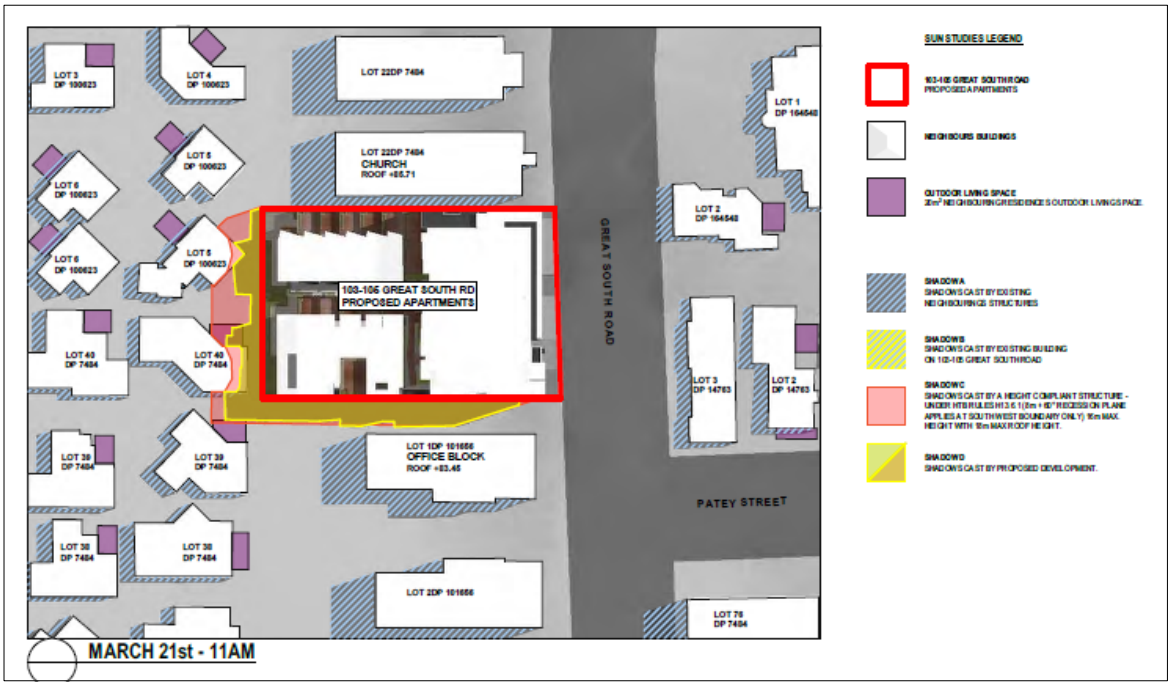
b. existing boundary treatments and conditions; and

c. outlines of existing building footprint, height in storeys.

Shading Analysis

8. It is acknowledged that the “Shadow Studies” has been included in the RC package. However, for clarity and assessment, please provide revised shading diagrams that clearly demonstrate the shading generated at 9am, 12am, 3pm and 6pm on 21st of March, June, September and December, from the same proposed building footprint and heights in comparison with the compliant building height at 16m of standard (AUP(OP) - H11.6.1.1). The diagrams need to highlight/outline the difference of shading in different colours; showing the proposed shading superimposed over the complying scheme for clarity.

Below is a good example:



Detailed Landscape Plan/Diagrams

9. Podium Layout and Design (1:200 at A3) – I have concern about the functionality of the space with regard to its dimension and whether it is sufficient in achieving a good outcome accommodating with its circulation/functional requirement - alfresco dining space and associated services), between the public and private, during and after business hours. Therefore, a detailed layout plan around the podium space is requested to assess whether such space is designed with robust framework and achieving a high quality public space.

    a. This Podium Layout Plan should clearly indicate the proposed layout/use of space, particularly within the public realm area (refer to the diagram below), and indicating the following information:

        - outlines canopies/overhang above
        - tabled and chairs
        - service areas
        - access points to shops/cinema/services/apartments

Additional Perspective

10. Please provide a 3D render from the viewpoint indicated in the diagram below, this is sought to understand the quality of visual appearance and interface when viewing this northeastern aspect from the public reserve.

Further details on proposed materials

11. The “3D Renders” have shown a subtle variance of colours/texture for the appearance of building exteriors between the Tamaki and Patterson Blocks (pebble grainy façade); and the Marau Block (brick and sandy texture). Nevertheless, the annotation under the “Materiality” describes only a generic ‘cementitious finish’ consistently for the whole development which is considered unsubstantiated to ascertain the design quality for development of this scale and location. Further details on proposed

materials/textures/colours are requested in order to allow a meaningful assessment and appreciation of the quality of the proposed development.

12. Please provide further details on the type of glazing/glass proposed to help understanding whether there will be nuisance created from glare and reflective effects particularly along the streets and on public spaces. (AUP(OP) - H11.3.(11))

Pedestrian Amenity analysis and diagrams

13. In order to understand the pedestrian amenity (ease of legibility and access of movement) for the public, residents and visitors, the following additional information is requested.

    a. An additional diagram identifying and analysing the apartment vs commercial; and public vs private use of the lifts and stairs.

    b. Close-up ground level and L1 elevations (street as well as the podium frontages) around pedestrian entrances - particularly where there is public interface, indicating the proposed design of the entrance.

    c. Universal Access - an escalator and a lift are provided at the Tamaki Drive entrance. Please provide a diagram and statement depicting the route of universal access for public, visitors and residents (AUP(OP) - H11.3.(4)).

    d. Canopies (including overhanging balconies) – it is uncertain whether the functionality of the proposed canopies (including overhanging balconies outside of the site boundary, around the north-western corner) is to provide weather protection for the retail use (ie, outdoor dining) or pedestrian movement through site. A clear indication the use/layout of the street realm design is requested to understand whether the dimension of the canopies is sufficient to serve both purposes. (AUP(OP) - H11.8.1(4)(d)).

Discrepancy/Graphical Errors

14. There are a number of discrepancies and errors are shown throughout the Resource Consent package, including (may not be exhaustive) the following items, please address:
    a. Basemap of all “Diagrams”- The basemap shows inconsistent and incomplete information, please rectify these errors.

b. P22 – a door is missing at the pedestrian access route between the ground floor carpark and Tamaki Drive.
c. P37 – wrong colour for the furthest north unit of Patterson block (1B-2B)
d. P38- Displacement and redundant of outlook boxes for the Marau Block.
e. P147/148- Landscape Concept Plan - Discrepancy of pavement type around the entry area from Tamaki Drive.
f. Materiality – written description under the several of precedent images appears to be incomplete.

Transportation

Advice note: the following questions are based upon feedback from Council's Consultant Traffic Engineer Terry Church and Kate Brill of Auckland Transport.

Vehicle Access

15. Clearance - servicing. What is the vehicle clearance height for the ground floor (where the loading bay is located) and Basement Level 1 and 2, where the residential rubbish bins/services are located? Can design vehicles needing to access these areas please be confirmed and shown to be able to access these locations (including appropriate tracking)?

16. Clearance - residential. Can the height of Basement Level 2 please be confirmed, ensuring that it complies with NZS4121:2001?

17. The vehicle access on Patteson Avenue is shown to be 5.8m (minimum) on Drawing 22, with the access width on Drawing 139 showing the width to be 6.105m. Can the width of the access please be confirmed, along with tracking to demonstrate why a width greater than 6.0m is proposed/needed, which exceeds 6.0m maximum under Table E27.6.4.3.1(T153).

18. Vehicle Access Platform (AUP E27.6.4.4(3)). Drawing 184 shows the residential ramp access and gradients. Please confirm that the Marau Crescent access provides a 4m platform, with a gradient no more than 1 in 20 prior to the property boundary?

19. Gated Accesses. It is assumed that the Marau Crescent and Patteson Avenue vehicle accesses will be gated. Please confirm the gate location to ensure that there is sufficient space for a vehicle to comfortably store off the footpath when entering the site?

20. Please confirm the visibility for the Marau access, noting the trees in the roadside berm? Consideration on No Stopping At All Time markings should also be given to ensure a safe access.

21. Road Reserve Encroachment. The site frontage encroaches Tamaki Drive and Paterson Avenue, as shown in Drawings 172 through 182. We note that an encroachment license is required for these areas, and that obtaining an encroachment license is separate to the resource consent process. We note that the building canopies are generally set back from

the carriageway, however the canopy for Building 6 (Patteson Ave) and the Cinema signage (Drawing 182) looks to come within 1m of the carriageway. Can this please be confirmed?

22. The gradient of the ramp between the Ground Floor and Basement Level 1 exceeds 1 in 5 for the inside lane (down ramp). Please provide further information as to what length is required to meet the 1 in 5 standard, and what implications this has on the parking layout of Basement Level 1.

Mobility Access

23. Drawing 146 shows vertical access across the site. Can the applicant please confirm whether vertical access (lifts) are available to mobility users entering the site from Patteson Avenue for the retail area? I.e. are the lifts in Building 1 and 2 accessible to the public to use to get to the retail located on the second floor, or are the access and lifts restricted to residents only?

Tamaki Drive

24. The proposal emphasis the desire for dining to spill onto the street, as it does with the existing activities. While this occurs today, the resulting footpath width is reduced below reasonable clear width standards for an area that has a high pedestrian focus. Can additional details be provided on what the resulting clear footpath width will be around the active frontage areas and how the development proposes to maintain a reasonable clear footpath width?

25. Further to the above, Drawing 179 and 180 show the clear footpath to be located fully or partially within the building boundary line, with the dining area located within the road reserve area. This is not supported by Terry Church. As per the above, further consideration of clear footpath widths and location of outdoor dining needs to be reconsidered, and if proposed the plans amended.

26. The proposal introduces a strong pedestrian desire line from Tamaki Drive centrally to the development, towards the Cinema and central retail area. The desire line aligns with the parking area on the opposite side of Tamaki Drive which will likely prove to be a popular pick up and drop off area, as well as parking area for the development, yet no pedestrian connectivity is proposed. Consideration on pedestrian connectivity across Tamaki Drive is requested, along with what measures can be put in place to ensure the safety of pedestrians choosing to cross Tamaki Drive along this desire line.

Patteson Avenue - Road Layout

27. Drawing 15 points out the location of the Patteson Avenue bus stop (Point 4 on plan). Can further details be provided which show how bus stop infrastructure (seats, timetables and shelter) are incorporated within the design, noting that access to the residential foyer and

active street frontages also need to be considered in the northern area of Building 6. Details on widths available and clear footpath width is requested.

28. At the southern end of Building 6, two recessed parking spaces are provided which the ITA (at Section 3.3 proposes to be P10 drop off spaces). We note however that this results in nine P120 public parking spaces (one being a mobility card holder space) being removed. Can further detail please be provided on:

    a. How the development caters for these lost spaces?

    b. How the retail parking on site is likely to be managed?

    c. Differences with parking restrictions between the parking restrictions proposed by Auckland Transport and those being proposed as part of the development. See s92 change/recommendation point 17 below.

29. Please provide further detail for Patteson Avenue showing the bus stop, road centre lines, No Stopping At All Time (NSAAT) markings, parking bays, and any other relevant markings associated with the revised frontage.

Intersection Assessment – Tamaki Drive/Patteson Avenue

30. Traffic modelling has been completed for the Tamaki Drive/Patteson Avenue intersection. The distribution of traffic generated by the development however appears to be favoured to Patteson Avenue, rather than Tamaki Drive. It is requested that a sensitivity test be completed that flips the assumptions used, in order to consider whether any upgrades are needed at the Tamaki Drive/Patteson Avenue intersection. I note that the improvements will likely be limited to understanding right turn bay requirements, and what other changes may be needed to ensure the safe and efficient operation of the proposal and intersection. Upgrades will focus on supporting measures within the confines of the current road reserve.

Parking (Internal)

31. At Section 4.3 of the ITA, it is said that the balcony areas outside the site have not been included in the parking demand assessment. Can it please be confirmed which areas have not been included in the parking assessment. We are of the view that any area where dining is allowed, and is associated with the activities provided by the development should be considered in the parking assessment, as these allow for patrons associated with the activity. Confirmation on the areas excluded from the parking assessment, but associated with the activities is requested.

32. The parking provided to residential uses essentially allows:

    a. 2 parking spaces for each of the 25 three bed dwellings (50 spaces);

b. 2 parking spaces for 40 of the 48 two bed dwellings (80 spaces); and

c. 1 parking space for the remaining 8 two bed dwellings and 27 one bed dwellings (35 spaces).

While no minimum and maximum rates apply under the AUP(OP), there needs to be a focus on ensuring sufficient retail parking is provided. As above, consideration of dining/balcony areas, and the loss of on-street parking needs to be captured within the assessment. Further information and assessment is required in this regard.

33. Cycle parking is being provided in accordance with the AUP(OP). We note that 21 visitor cycle spaces are being provided. While this meets AUP(OP) requirements, the location of the development besides Mission Bay beach, on Tamaki Drive which is one of Auckland's busiest cycle routes and the nature of the development (restaurants and cinema) warrants visitor cycle provision to be in keeping with the projected mode share. The Transport Assessment should provide greater detail on cycle mode share (outside of the commuter information referred to) for retail and cinema activities. Further discussion on where cycle parks can be provided in more open areas, and more locations about the development is requested.

34. We appreciate that Drawing 22 presents arrows to assess circulation, but further detail is needed in this regard, noting that failure to find parking spaces on Ground Floor aisles two and three forces motorists to circulate back past the access in order to consider entering Basement Level 1. A parking light system would reduce the level of internal circulation. Similar circulation guidance is required on Basement Level 1 for retail customers.

35. It is not clear on Basement Level 1 where the access pad to enter the residential area is. It may be that the residential area access will temporarily block the circulating aisle. Can further information please be provided in this regard?

36. Pedestrian access from the Ground Floor parking area to Patteson Avenue and Tamaki Drive is not considered safe. Visibility for vehicles entering the site is poor, with drivers not being able to see pedestrians approaching from Patteson Avenue. Similarly, pedestrians exiting to Tamaki Drive are encouraged to cross at the top of the circulating ramp where visibility will be poor, given the ramp gradient. Safe pedestrian routes through the retail parking areas need to be reconsidered and demonstrated to be safe.

<u>Construction Traffic Management</u>

37. It is suggested that Marau Crescent and Patteson Avenue are not suitable for large trucks, and that Tamaki Drive is needed for heavy truck access to the site. The proposal suggests that two loading bays on the Tamaki Drive frontage are needed up to the point that excavation to the site makes access no longer possible. Insufficient information has been provided on heavy truck access requirements during the extent of the project. Noting the high pedestrian and cycling numbers using Tamaki Drive, and noting that the site has three road frontages, it is requested that further information be provided to:

a. Demonstrate why Patteson Avenue cannot be used as the key heavy vehicle access, with one way circulation (anticlockwise) on Marau Crescent.

b. Confirm how pedestrian circulation about the site can occur safely given that the proposal seeks to close footpaths, rather than use an overhead gantry on Patteson Avenue.

c. Demonstrate where the relocated bus stop should be and how public transport users safely connect to the bus stop.

d. Confirm what additional measures are required to enable Marau Crescent to be a heavy vehicle route during construction, such as parking restrictions to enable suitable tracking, time restrictions to ensure impacts to residents are minimised, etc?

e. Details on when the 50 trucks per day will likely occur. For example, 50 trucks spread evenly between 9am and 4pm (7 hours) for example is some 7 trucks per hour, or 14 truck movements (7 movements to the site and 7 movements from the site) during earthworks. How many trucks are proposed during the construction of the actual development once excavation is complete?

AUCKLAND TRANSPORT

General

38. The ITA does not provide sufficient information in order to sufficiently assess the impact on the surrounding road network. Please provide the following:

a. A Trip Distribution analysis with assumptions made. The ITA assumes that the majority of trips will be using Patteson Ave with little effect on Tamaki Drive. It also incorrectly assumes that no trips generated by the development will be using the public carpark to the east of the signalised intersection with zero cars assigned to this movement. Please review and provide a Trip Distribution analysis.

b. Traffic count plans showing the existing and proposed traffic for each movement. These plans should include all movements that are covered in the SIDRA models. The SIDRA models do not seem to reflect the full traffic generation volumes that are calculated in Section 5.2. Please provide plans similar to Figures 9 and 10 in the ITA showing existing and additional development traffic for each of the turning movements.

c. Update SIDRA models with the revised Development traffic volumes.

d. Trip generation of the existing shops/restaurants.

39. The ITA does not state when the Traffic Count surveys were undertaken. Given the Report is dated August, it is assumed that the counts were taken in the middle of winter. The Mission Bay area and Tamaki Drive are significantly busier over the summer months. Please include an assessment of the summer months in the ITA.

40. Please confirm if the footpath design i.e. paving, street furniture, landscaping etc is proposed to be changed or will remain as existing.

Stormwater

41. Confirm that all perimeter levels are designed to enable standard footpath crossfall.

42. The two vehicle crossings need to ensure 200mm freeboard from the kerb before sloping into the site. i.e. maintain existing back of footpath/boundary height, please confirm.

43. The proposed new SW connection on Tamaki Drive is a 450mm dia. pipe from the development into a new SWMH also taking a CP and an existing 300mm line, all going into a new 450mm dia. line across Tamaki Drive, please confirm that the sizing is adequate.

44. T&T 1/5/17 flooding letter page 2 states "…It is noted that updated guidance on sea level rise may be presented in the upcoming MfE guidance document due in mid 2017." Advise if this report is relevant and any aspects that need to be incorporated. And if it needs to be considered, please update the provide the updated flooding letter/report.

Acoustic

Advice note: the following questions are based upon feedback from Council's Acoustic Specialist Andrew Gordon.

45. Please advise how any noise effects (if they arise) between proposed commercial activities and future apartment occupiers within the subject site will be managed, particularly if individual apartments are under individual ownership. This includes noise transmitted through common building elements (e.g. ceilings/floors). The assessment completed in regards to AUP (OP) rules E25.6.7 (Business – Local Centre Zone) and E25.6.19 (Business zones interface with residential) does not control noise effects within the subject site.

46. To comply with internal noise levels all apartment windows and/or external doors must be closed and therefore all apartments must be mechanically ventilated. Please advise if the proposed mechanical ventilation system will be designed to comply with permitted activity requirements specified in AUP(OP) - E25.6.10 (3) or, an alternative temperature control solution as specified in E25.8.2 Assessment Criteria. From a noise perspective the mechanical ventilation system must provide adequate temperature control and air flow so that future apartment occupiers do not have to rely on opening windows for cooling purposes.

47. Please estimate the time for completing the building fit-out works as this is not included in the noise assessment.

48. Predicted construction noise levels assume a 2.4m high temporary acoustic barrier (or hoarding) will be constructed around the perimeter of the site. Additional information is required to confirm that placement of the perimeter barrier is feasible given the extent of perimeter retaining structure works to be completed. Furthermore, please advise the location of the proposed truck access point(s) including the proposed two load out bays that are required during bulk earthworks, and resulting noise effects.

49. Please advise if standard construction hours (for noisy works) from 7.30am to 6pm Monday to Saturday are acceptable unless the CNVMP provides sufficient details/evidence that lower noise levels can be met for the proposed earlier start (e.g. 6:30am) and/or later finish time (e.g. 8pm).

50. Please assess and update the noise effects given it is estimated that 35,000m^3 of earthworks are required (mainly excavation), an estimated 3,600 truck-loads of material will be removed off site over approximately 3 months which equates to an average of 40 trucks per day, and double the 20 trucks estimated in the construction noise assessment. Also including that the total truck/heavy machinery movements are estimated at 50 vehicles per day.

51. Please confirm if prediction of construction noise levels under a worse-case scenario does not include averaging, in other words machinery operates for 100% of the assessment time period.

Development Engineering

Advice note: the following questions are based upon feedback from Council's Development Engineer Jin Lee.

Flooding

52. We have not noted any comments in the application on effects on adjacent properties nor the displacement of flood waters from the proposal.

    a. Please provide comment on exacerbation of existing flood hazard/creation of a new flooding hazard(s).

    b. Please provide comment on the potential effects on public safety and on other properties.

53. The provided flood risk assessment is not considered encompassing of the level of risk to the proposed activity. It may be best to separate out flooding risk (flood plain and overland flow path) and coastal inundation risk. Please provide additional details:

a. How is the commercial, storage and car parking areas going to manage the flood risk? Or respond in the event of a flood?

b. What means are there in addressing the flood damage and management of the evacuation of the site? How will the residents/users/customers/employees evacuate the site safely?

c. Provide details regarding portal barriers and how it can be used, managed and maintained?

d. Provide a clear plan showing evacuation locations and accessways.

e. How is the building designed to allow driveway access to parking and basement levels at a time of inundation?

You must provide this information within 15 working days (before 12 September 2018). If you are unable to provide the information within 15 working days, then please contact the reporting planner named below so that an alternative timeframe can be mutually agreed.

Suggested Changes/Recommendations – not pursuant to section 92 of the Resource Management Act 1991

The following does not form part of the Section 92 request, but identifies preliminary design concerns from the initial design assessment. It is encouraged to consider these matters further. Please comment on these matters:

Urban Design - Preliminary Design Review

Pedestrian Amenity

1. Two public pedestrian access routes are shown connecting the ground level carpark to Tamaki Drive and Patterson Avenue of approximately 29m and 14m in length respectively. I have concern regarding the legibility/CPTED of these long access corridors therefore additional design response is strongly advised in order to improve the safety and visual amenity around these spaces. (H11.8.1(4)(e)).

2. It is noted the primary pedestrian entrances for the Tamaki Drive facing apartments (Tamaki Block) are located on the podium level adjacent to retail/F&B units. It is highly recommended to provide additional entrance directly from the street level in order to improve accessibility (H11.8.1(4)(e)(ii)) and legibility of the apartment entrance and avoid potential conflicts of use and/or nuisance of privacy.

On-site Amenity/Functionality

3. It is noted an enclosed atrium space is proposed on the podium level between the eight storeys and six storeys buildings of the Tamaki Block. It is highly recommended to remove such enclosed structure to introduce a greater sense of place and focal point for the community (H11.2.(2) and (3)) by reinforcing the visual connection to the ocean (beach).

4. Marau Block – Bedrooms are located on the street/ground level of the Marau Crescent facing units. It is strongly advised to relocate/swap the bedroom to the upper floor and having the living area of these units on the ground/street level to ensure the good level of privacy for the resident and passive surveillance is introduced along street – particularly at the fringe of local centre locale. (H11.3.(10)).

Visual Quality and Interest

5. It is acknowledged that the applicant has adopted variation of heights and built forms across the site. While it is recognised that the corner of Patterson Avenue and Tamaki Drive is a key corner/gateway location and the proposed heights correlate respectfully to the functional hierarchy of each bounding street. However, it is uncertain whether the additional heights sought along the Tamaki Drive and Patterson Avenue necessitate a development positively contribute towards the planned future form and quality, creating a sense of place (H11.2.(3)).

6. A prevalent and coherent architectural style is recognised on the building appearance of the proposed development overall. In respect to the scale (four blocks and six buildings) and the prominent location of the development, it is uncertain that such design approach contributes positively to 'the visual quality and interest of streets and other public open spaces.' (H11.3.(3)(b)) and 'of a high standard which enhances the quality of the centre's streets and public open spaces.' (H11.1). Thus it is highly recommended that additional/variation of texture/materials/colours on the building/s is further and thoroughly explored. This could be drawn from the site context – acknowledging the diverse mixture of style and character of surrounding built forms and NZ coastal environment.

7. Interface treatment - "East Elevation" has shown a 5000mm high wall along the eastern boundary – this is not supported from the visual amenity perspective and alternative design solution, such as tiered landscaped strips/terraced garden is highly recommended. (H11.8.1(4)(a)(iv)).

Te Aranga Design Principles

8. It is advised that the documentations of the mana whenua consultations (process, outcome and response), as well as a design statement depicting the incorporation of Te Aranga design principles embedded in the design and development of the proposal to be submitted as part of the Resource Consent package.

Arboricultural

Advice note: the following changes/recommendations are based upon feedback from Council's Specialist Advisor – Arborist Gerard Mostert.

9. The two pohutukawa trees on Patteson Ave are healthy and are properly established in existing planters. I recommend their retention in the existing planters, which should be incorporated in any design. These two trees are consistent with the plantings of pohutukawa trees on Tamaki Drive.

10. The nikau palm on the corner of Marau and Patteson can be retained if the traffic design of the corner allows – it has little weight as a specimen and is not protected in any event.

11. I have consulted the Community Facilities arborist (Clive Barnes) about the trees, and he agrees with my view.

12. The applicant should consult with Community Facilities with regard to potential replacement planting and the location of any proposed replacement trees.

Transportation

13. A signs and markings plan is suggested as a condition of consent to ensure internal circulation is understood by visitors to the site. Key points being entry circulation for motorists, appropriate pedestrian routes on the Ground Level and Basement Level 1, the need to watch out for pedestrians when exiting the site, speed management.

    Ground Floor Loading Area

14. Tracking for the Ground Floor loading area is shown in Figure 23 of the Transport Assessment. As noted above, all vehicles circulating on the Ground Floor looking for a car park, as well as all vehicles exiting the development are required to pass the loading area access. All 8m trucks (in fact, we suspect all vehicles using the loading area) are required to reverse into or out of the loading area. This is not supported. For 8m trucks to access the loading area they are required to turn left into the site (as with other vehicles) and then stop to reverse back past the entrance and into the path of exiting or circulating vehicles. This poses operational issues, as well as safety issues, noting that the key pedestrian access to Patteson Avenue is on the path of reversing vehicles. Reconsideration of access to the loading bay is requested.
    Auckland Transport

15. Please ensure that pedestrian amenity is enhanced around the Patteson Avenue access. This may include measures such as a continuous footpath across the vehicle crossing, a speed hump within the boundary on approach to the footpath to slow traffic down etc.

16. Auckland Council will need to comment on proposed street/palm trees.

Parking

17. Parking Design are currently working on a change to Mission Bay parking, and are implementing a P120 zone in the town centre. The changes will mean all parking around the new development will be P120, not a mix of P10, P60, P120 and P180 which is currently in place. For your info, attached is the link to the Mission Bay P120 parking proposal - https://at.govt.nz/about-us/have-your-say/central-auckland-consultations/mission-bay-parking-changes/. The parking proposal was as a result of an occupancy survey done last year, as well as feedback from the residents and business owners that there weren't enough long term parking spaces in the centre.

18. AT can accept the proposed changes to the parking on Patteson Avenue to reduce traffic movements around the new access, with the following conditions:

    a. The remaining parking is P120 as per the new parking zone changes in the area.

    b. The Mobility parking space is retained and relocated to the new parking spaces.

    c. AT cannot support a P10 drop-off zone. Please provide for this on-site if deemed necessary.

19. AT can accept the extent of the proposed NSAAT lines on Marau Crescent to account for the increase in traffic on this section of road.

Stormwater

20. Any canopy drainage and building threshold/entrance drainage must be catered for entirely within the site. No private pipes within the footpath.

Stormwater

21. The ground floor level is shown as 2.7m; however, the T&T letter page 3 recommends 2.8m RL and notes that 2.7m RL is the existing catchment flood level. Healthy Waters should advise on the flood level and associated risks, including to AT e.g. the OLFP from the road into the site is perceived as an AT SW problem.

> We recommend that for non-habitable floors where the level can be raised in the future, or where future hazard can be managed to limit consequences (e.g. restrict access when flooding forecast), that levels should be 2.8m RL for Tamaki Drive and Patterson Avenue, and 3.1m RL for Marau Crescent. For the Tamaki Drive non-habitable floor levels, the 2.8m RL is 100 mm above the existing 1% AEP catchment flooding level and 350mm above the existing 1% AEP coastal inundation level. It is also equivalent to a future catchment flooding level (including 1 m SLR). Once sea levels increase 350 mm above present day levels, these activities should be retrofitted or managed to accommodate a further SLR (or as appropriate based on future predictions).

Construction

22. Closure of the footpath for demolition could be difficult, as while there is a signalised crossing point at the western end there is no suitable spot to the east. This will need to be addressed at CTMP stage.

Development Engineering

Earthworks

23. Within the Bulk Earthwork Report, please revise Section 3.2.8. Monitoring. We would revise the inspections to be conducted at an alternative time which is not at the end of the day to allow time for corrective maintenance measures be implemented as soon as possible and not the following day.

Flooding

24. Flood risk should be captured and addressed within a comprehensive Flood Management Plan.

You must provide this information within 15 working days (before 5 Oct. 2018). If you are unable to provide the information within 15 working days, then please contact the reporting planner named below so that an alternative timeframe can be mutually agreed.

Under section 88C of the RMA, the processing of your application is suspended until the above matters have been addressed, or the 15 working day time limit has expired.

If you have any queries, please contact me on
benjamin.cunningham@aucklandcouncil.govt.nz.

Yours sincerely,

Ben Cunningham
Senior Planner, Resource Consents
Auckland Council