

17. Appendix G – Pre Application Minutes

Record of a pre-application meeting

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1. MEETING DETAILS

Date	Thursday 21 st April 2016	Time	9.00am
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2. MEETING PARTICIPANTS - CUSTOMERS

Name	Area of expertise / profession / title
Chanelle Brodie	Agent/ Planner-Cato Bolam Consultants
Anuj and Giri Gupta	Applicants
Steve King	Architect- Archimedia
Mark Towers	Engineer- Cato Bolam
EricHebner	Traffic Engineer-Team Traffic

3. MEETING PARTICIPANTS – COUNCIL

Name	Title	Role at meeting
Sarah Dreadon	Senior Planner	Planning matters/ Minute taker
Baldevan Thambiah	Traffic Engineer	Traffic/parking matters
Chris Butler	Urban Designer	Urban Design

APOLOGIES

None

4. SITE & PROPOSAL

Site address of proposal

Street number and name:	12 Lakewood Court
Suburb, town or locality:	Manukau

Brief Description of Proposal:

Agent had provided the following information :

"We are proposing a 16 storey building, which includes two underground levels (one completely underground).

The maximum height proposed is approximately RL 88.500 (which is about 49.50m above current ground level).

The building will be a mix of hotel and apartments/serviced apartments. There will be:

- 69 studios
- 76 one bedroom suites
- 22 two bedroom suites
- 3 three bedroom suites.

Total 170.

There will also be other hotel amenities within the building including those seen at Level 0 and Level 1.

In terms of car parking and access, the vehicle access points will be from Lakewood Court and Redoubt Road. The Redoubt Road access will obviously be restricted. At present we are proposing the following car parking:

Basement 1 = 66
Basement 2 = 69
Ground Level = 48.
Total 183."

5. MATTERS / ITEMS DISCUSSED AT MEETING

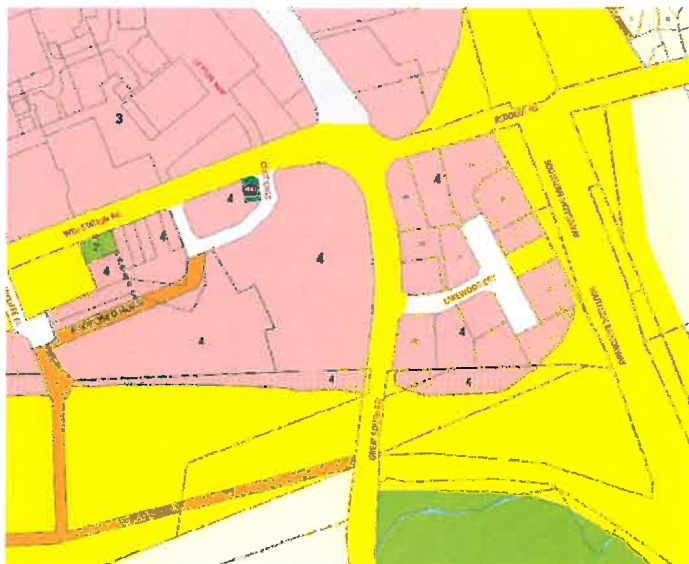
Planning- Sarah Dreadon

The zoning of the site is Business 4 zone.

Hotel is a permitted activity.

However the erection of any building is a Controlled Activity but only if all development and performance standards are met..

This proposal has Restricted Discretionary components with respect to development and performance standards and parking and earthworks.



Hotel is a permitted activity.
Household units are a controlled activity.

However the erection of any building is a Controlled Activity but only if compliance with development and performance standards.

This proposal has Restricted Discretionary components with respect to development and performance standards and parking.

Business 4 Zone requires a 7.5m front yard setback from all road frontages.
A motorway is also a road (in yellow.)

Height in relation to all road frontage boundaries is required. Whilst this appears to have been achieved to Redoubt Road in terms of HIRTB, it has not been achieved in relation to the eastern road boundary to the motorway.

NZTA is therefore considered to be an affected party however it is understood that consultation has been occurring.

Need to see retaining wall details as to whether it would be defined as a boundary sited building or a building within the front yard .

Also not sure if 7.5metre yard has been met to eastern front boundary to motorway.
Need distances shown on the plan for all three points.

50% of yards need to be landscaped, including a strip adjoining and parallel with the front boundary and having a minimum width of 2 metres (excluding the area for vehicular and pedestrian access).

That portion of land fronting Lakewood Court should also be depicted as landscaping at this stage. This also constitutes a front yard as the site is one site. A landscaping plan will need to be provided.

Verification of construction methodology and internal ventilation needs to be provided. Information needed as to the location of air conditioning units and also ventilation methods of any food premises also if large vents are required.

It should be noted that once the Auckland Council issues its decisions on the Independent Hearings Panel recommendations on 19th August, the Decisions version will be effective. The legacy plans will still be operative and until the PAUP becomes operative we will be operating under two planning frameworks. Customers will need consent under both frameworks.

So therefore it is advisable to apply for a Resource Consent and have a decision made prior to this date to ensure everything is less complicated.

Steve King- Architect outlined the changes to the first pre-application proposed architectural drawings as follows :

"There is reduced circulation and impermeable surface at the front of the building at level 0, with an associated reduction in parking numbers (from 35/36 to 32).

- *The rear parking number have increased from 16 to 18.*
 - *The parking at the northern edge of the site has been reduced in number and reconfigured to create larger areas of soft landscaping within the 7.5m front yard (there is now 56% soft landscaping within the front yard).*
 - *The plans show the pedestrian access routes (coloured pavers, shown hatched in plan) from both the rear and front of the site. There is now a clear path and through site link.*
 - *The level 0 tenancy area has been reduced slightly in area to create a pedestrian precinct around three sides of it, which links in with the through-site link.*
 - *The NW corner of the site entry is now shown as paved, both to facilitate pedestrian (essentially level) access from the northwest corner and to slow traffic coming in off Redoubt Rd.*
 - *The level 0 tenancy has a recessed façade to facilitate it's use as a "retail" commercial tenancy (ie easily accessible by the public).*
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- *The balconies on the more southern apartments of the western tower block have been continued around to the western façade, both to break up the scale of the western façade and to bring more sunlight to these decks.*
 - *More detail has been added to the east end of level 0, both with respect to the courtyard accessible from the bar/lounge and restaurant and the soft landscaping has been added to this end of the building.*
 - *Detail has been added to the tower plans, including the layouts of the hotel suites and studios and the apartments.*
 - *Elevations and sections have now been provided and colour perspectives.*
 - *There is now more detail showing in the façade. The level 0 function room area has been changed, with a canopy added along the northern edge and the western façade opened up and horizontal louvres add to the exterior. There is a clearer rendering of the functional elements at ground floor level.*

- *At the rear, planting (trees) have been added to provide a screen to the BOH parking area and basement access, while highlighting the pedestrian access up the side of the building.*
- *The tripartite building division used on the front of the hotel (base/middle/tower) has been extended to the rear. The “box” element of the middle section has been carried around to the side and rear, giving a clearer, more consistent delineation of function. The curtain wall southern façade on the western tower element has been amended to create decks with solid balustrade, to give more articulation to this façade (and the balconies have been extended around the western edge, as noted).*
- *The base of the eastern tower element has been given a more unified external treatment.”*

Urban Design – Chris Butler

1. The proposal has been recommended for the Auckland Urban Design Panel. The date has been confirmed for the 26th May. Please remember that the panel information pack needs to be with Council two weeks prior to this date (i.e. 12th May).
2. Please undertake 3D modelling of surrounding sites and streets to provide some context to the proposed apartment building. It is noted that you already have significant detail on the recently consented Lakewood Plaza at 8 Lakewood Court.
3. Pedestrian access to the site from Lakewood Court is compromised by the alignment of the vehicular access and the potential conflict between pedestrians and cars. The applicant is asked to explore opportunities for the site frontage which better manage this issue.
4. The frontage of the site remains dominated by car parking despite the recent design amendments. Whilst realising that much of this car parking sits below the level of Redoubt Road, we would encourage the applicant to look at ways of enhancing this interface (e.g. through a stronger landscape yard, pedestrian enhancements, moving the building closer to Redoubt Road).
5. Please ensure that site plans and relevant cross sections show Redoubt Road and its respective elements (e.g. footpath, landscape berm, services berm and carriageway) and clearly identify what the legal ownership of land is between the site and Redoubt Road. This will hopefully help explain the interface between the site and Redoubt Road.
6. Please clearly confirm what the height of the building is from natural ground level.
7. Please review the car parks located directly outside of the building reception. These should be removed so that the building entrance can be more clearly identified and is accessible for all.
8. Due to the scale of the building and the significant level change from the site to Redoubt Road, the building reception in our view ‘gets lost’ and is not as well expressed as a significant element of the building form as it could be.

Please explore ways of enhancing the prominence of the reception and the retail tenancy.

9. Please review the location of columns along the footpath which runs along the north of the retail tenancy. The location of these could impact on accessibility.
10. Please increase the size of windows to the south facing corridor of the apartments in the eastern tower block.
11. Please provide a breakdown on the number of units and the size of bedrooms for both the Hotel and Apartments.
12. Please provide coloured and rendered building elevations and perspectives. These should be annotated to clearly show building materials and finish.

Vehicle access/parking- Devan Thambiah – Traffic Engineer

1. Access

To address safety of pedestrian crossing from Redoubt Road to the site. It should be relocated to be outside the access driveway where practical if not use traffic calming methods to improve safety for pedestrians.

2. Parking

- Parking spaces at the front should not be deleted but should be relocated if amenity considerations is to be provided. Parking demand should meet the District Plan Standards. Any deviation should be rationalised and dispensation requested.
- End parking spaces should be protected by raised end traffic islands where practical or with painted island where appropriate.
- Typical dimensions of parking spaces and aisle depths within each parking lot should be annotated on the plans.
- The parking spaces should be numbered in chronological order.

Please also refer to previous minutes of Proposal 45631 that should also be addressed.

1. Context Plan

A context plan should be provided to detail the existing vehicle crossings, road kerb and channel, footpath, berm, street lighting, street trees, catch pits, road markings, and any other road furniture for the full frontage of the site on Redoubt Road and Lakewood Court.

2. Access and vehicle crossings

- (a) The adequacy of the proposed access arrangement and turning movements for the redevelopment should be addressed by Traffic Impact Assessment (TIA) report to ensure traffic safety will not be compromised and the through function

of the District Arterial Road is sustainable. The existing access off Redoubt Road will remain for one-way entry only. Two-way access to be provided off Lakewood Court.

- (b) Any new vehicle crossing design and layout should comply with drawing R10 (refer update Sept 2009) of the Council's "Manual of Engineering Quality Standards". TIA assessment should be provided for any oversized vehicle crossing or infringements.
- (c) The minimum width of vehicle crossing should not be less than 6.0m at the boundary.
- (d) Footpath links should be provided along pedestrian desire lines for internal and external access from Redoubt Road & Lakewood Court.

3. Parking

- (a) Parking assessment should be in accordance with Rule 8.27 schedule 8A of the District Plan for Hotel and Commercial uses.
- (b) The parking ratio for apartments could adopt Road and Traffic Authority (RTA) Guidelines for parking provision. Alternately 1 space per unit for two bedrooms less than 80sq.m and 2 spaces per unit for 3 bedrooms greater than 80sq.m may be adopted with 1 space per 4 units for visitors.
- (c) Parking design and layout should comply with fig 8.5 under Rule 8.24.5 of the District Plan. Ramp access gradients should be designed as per New Zealand Standards AS/NZS2890.1 to avoid bottoming of vehicles.
- (d) Accessible parking should be provided for both Apartments and Hotel Operations.
- (e) Parking should be apportioned separately for apartments and Hotel/Commercial uses.

4. Loading

Loading and Rubbish storage should be addressed. Delivery times should be provided for loading operations. Tracking curve demonstration for truck access and on site manoeuvring should be provided.

5. Rubbish Storage

Outdoor storage areas should be identified and screened from public view per Rule 14.11.5.

6. Signs

The elevation of the signs with dimensions should be provided. The street number (200mm high) should be displayed at the top of the sign. All signs must comply with Rule 5.14.9.5.1.

7. Traffic Impact Assessment (TIA) report

TIA report should be provided to address all of the above issues.

Engineering- Maria Baring

Council provided the Applicant's engineer with the following:

1. Subdivision consent – which shows the stormwater provision of this site.
2. Land Suitability Report – Subdivision A.128 of the Council Land Information Register

PAUP will assessed earthworks for area and volume of 2500m² and 2500m³ and greater.

Auckland Council District Plan (Manukau Section) Restricted Discretionary Activity is required for earthworks for 200m³ and greater

Please annotate on the plan the existing impervious and the proposed impervious area. Please check capacity of the pipe in a 10 year event.

Also make mention in the application for resource consent that downstream pond accommodates the quality treatment of the catchment. Then assess SMAF 2 overlay for this site.

Post meeting

The proposal is to be going before the Urban Design Panel on :

Thursday 26th May 2016 from 1.30pm to 5.00pm

and that this will be held at 135 Albert Street (Level 14. Meeting Room 8).


6. IMPORTANT INFORMATION

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

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

The applicant is not required to amend their proposal to accommodate the views expressed by Council staff, nor to comply with any suggestions made by Council staff. Further, it remains the applicant's responsibility to get their own professional planning and legal advice when making any application for consents, permits or licences, and to rely solely on that advice, in making any application for consents, permits or licenses.

To the extent permissible by law, the Council expressly disclaims any liability to the applicant (under any theory of law including negligence) in relation to any pre-application process. The applicant also recognises that any information it provides to the Council may be required to be disclosed under the Local Government Official Information and Meetings Act 1987 (unless there is a good reason to withhold the information under that Act).

Submitted for approval as accurate record of meeting by record taker	Name:	Sarah Dreadon
	Signature:	
Approved as accurate record of meeting by meeting lead	Name:	Sarah Dreadon
	Signature:	