

Report for an application for resource consent under the Resource Management Act 1991



Discretionary activity

1. Application description

Application numbers:	BUN60349871 (Council Reference) LUC60349873 (s9 land use consent) CST60349872 (s12 coastal consent)
Applicant:	Kainga-Ora – Homes and Communities
Site address:	9 Boundary Road, Hobsonville Point
Legal description:	Lot 9 DP 511649
Site area:	752m ²
Auckland Unitary Plan (Operative in part)	
Zoning:	Coastal - General Coastal Marine Zone Coastal - Marina Zone Residential - Mixed Housing Urban Zone Open Space - Informal Recreation Zone
Precinct:	Hobsonville Point sub-precinct D, Sub-precinct
Overlays:	Natural Resources: High-Use Aquifer Management Areas Overlay [rp] - Kumeu Waitemata Aquifer
Controls:	Cable Protection Areas Control [rcp] Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise Macroinvertebrate Community Index – Native and Urban
Special features, designations, etc:	Airspace Restriction Designations - ID 4311, Defence purposes - protection of approach and departure paths (Whenuapai Air Base), Minister of Defence

2. Locality Plan



Figure 1: Aerial photograph of the site and surrounding area. This is only part of the development area, with the building and structures extending into the coastal marine area. (Note: the aerial photograph is out of date as additional development has occurred on the adjoining sites). Source: Auckland Council GIS.

3. The proposal, site and locality description

Proposal

The applicant seeks resource consent to construct a Marine Recreation Centre (MRC) and water access structures (jetty and pontoon) at the end of Launch Road in Hobsonville Point (see figure 2). The MRC will form the new club rooms for the Hobsonville Yacht Club as well as the Westlake Boys High School and Regional Performance Rowing Clubs, who were previously located to the north at Catalina Bay. The proposed works will provide a facility for the clubs to store their boats and equipment and to hold functions, as well as all-tide water access to launch their yachts and rowing skiffs. However, the jetty and pontoon will also provide water access for the general public. A ten-year lapse date is sought to give effect to the consent and the construction will be sequenced with the water access structures and deck (which the MRC sits

on) established first followed by the construction of the building. This is to achieve the water access as soon as possible whilst also providing sufficient time for funds to be raised to finance the MRC building.

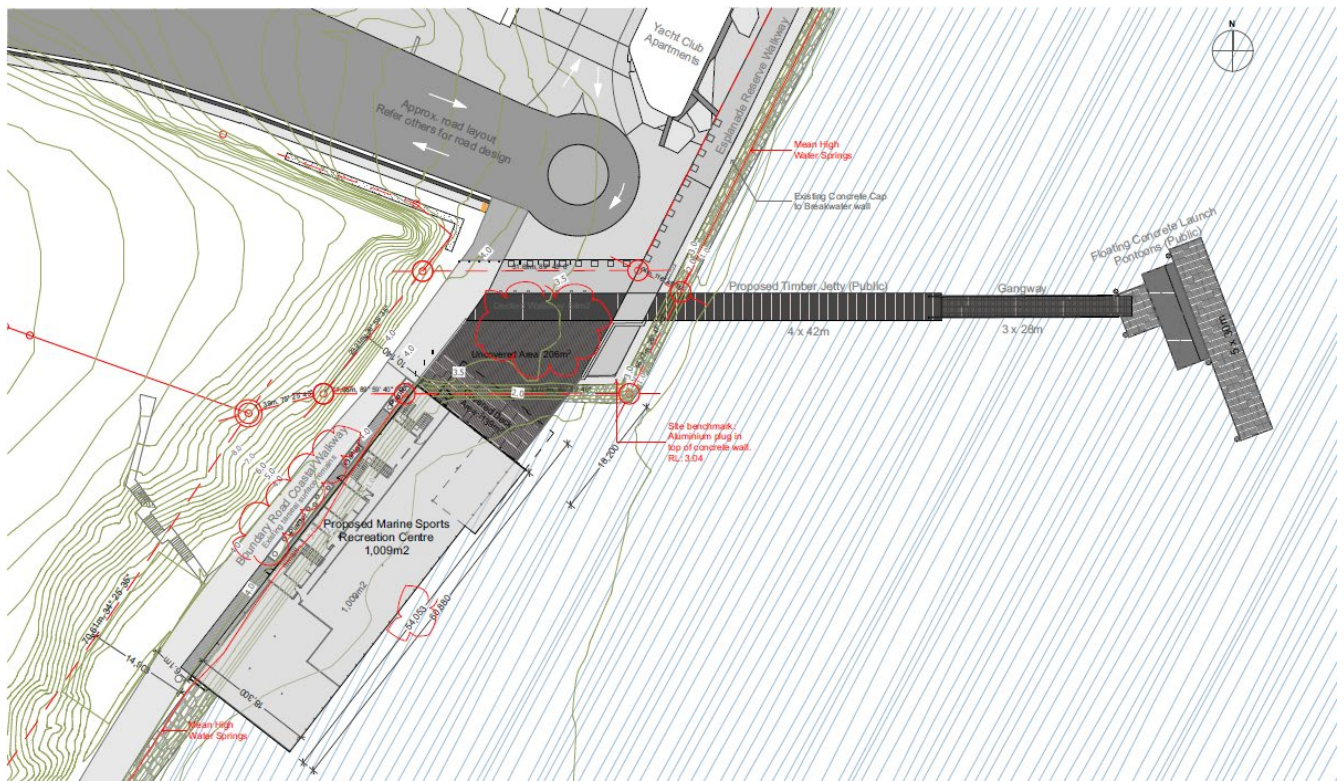


Figure 2: Proposed Site Plan.

The applicant's planning agent, Sam Benson (of Harrison Grierson), has provided a detailed description of the proposal and background. This can be found on pages 4-18 of the Assessment of Environmental Effects (AEE) report dated November 2019, as well as addendums to the AEE in response to Council requests for further information dated 22 April 2020, 24 July 2020, and 19 August 2020. The following are the key aspects of the proposal:

The MRC Building

The proposed MRC building will be located along the eastern side of Boundary Road at the southern end of Launch Road. The building will be anchored on the land but the majority will extend out into the coastal marine area (CMA), elevated above the high tide water level on timber and concrete piles (comprising 11 in total). The total occupation of the coastal marine area by the building will be approximately 895m².

The building will be two storeys, with a rectangular footprint 54m long and 18.3m wide covering an area of approximately 1,009m² (excluding 139m² upper level cantilevered deck). The ground floor of the building will contain separate storage areas for yachts and rowing skiffs along with changing rooms and toilet facilities. It is anticipated that there will be up to 30 sail boats with trailers, 46 rowing skiffs, and 9 safety boats stored within the building. Roller doors on the western side of the building will enable the yachts to be moved from the building along Boundary Road to the proposed jetty. The rowing skiffs will be transported through doors on the northern side of the building. The upper floor will contain two meeting rooms, additional toilet facilities, a kitchen / bar, and a function space that opens out to a partially covered 217m² deck

facing to the north-east. The total gross floor area of the building (excluding decks) is 1,376m² (1,009m² at the lower level and 367m² at the upper level) and has been designed to accommodate up to 300 people.

The building will be clad in a range of materials which will utilise a recessive colour palette consistent with the natural landscape and vegetation in the area. The eastern water-facing ground floor façade will be clad in translucent polycarbonate panels and bright white pre-painted profiled metal walls, while the western façade features painted fibre cement sheets.

Preparation Deck

Integrated into the design of the MRC building will be a 345m² boat preparation deck located to the north of the building. The deck will mainly be constructed on the land but will extend partly over the CMA (about 121m²). The deck will be publicly accessible and will be delineated from the Launch Road roundabout by square concrete bollards. There will not be any taps or hoses located on the deck for public use. These will be contained within the locked area of the building for MRC users only.

Both the boat preparation deck and MRC building will be owned, managed, and maintained by the MRC Trust (comprising the rowing and sailing clubs). The general public will be able to access the building when it is in use but there will not be someone on-site full time so public access will be limited. It is anticipated that there will be a 'sign in, sign out' system for any members of the public when they enter or exit the building.

Landscape Treatment

Raised concrete planters are proposed along the western edge of the building adjacent to the coastal walkway to provide separation between building users and the public on the walkway. The series of planters are spaced out to allow access at key points along the building. It is proposed to install a series of 5 watt soffit-mounted LED downlights to cast a soft glow down the lower half of the western facade of the building, lighting the planters below.

No changes are proposed to the existing tar-seal surface along Boundary Road adjacent to the building. The width of the existing coastal walkway between the building and the vegetated escarpment will vary between 4 and 6 metres.

Water Access Structures

Jetty:

Water access is proposed via the construction of a 4m wide timber jetty which will extend approximately 42m from the northern end of the preparation deck towards the deep-water channel. The jetty will be supported by 22 x 300mm diameter timber piles spaced at 4.2m centres along the length of the structure. 1.2m high handrails will also be provided on either side. The deck level of the jetty has been established on the basis that it should not be submerged in a 1% annual exceedance probability storm tide. The design life of the jetty is 50 years.

Gangway and Pontoon:

From the end of the jetty a 3m wide aluminium gangway will extend a further 28m to a 250m² concrete floating pontoon. The pontoon design consists of concrete flotation units supported by

five guide piles and will have a freeboard of between 100mm to 150mm to enable boarding of rowing skiffs. The design life of the pontoon will be 25 years.

It is proposed that the water access structures will be vested with Auckland Council as a public asset. However, Auckland Council's Property and Community Facilities Department have not yet confirmed that this will be the case and the future ownership is therefore still to be determined. It is understood that more detailed designs of these structures are required for Council consideration before a decision can be made. This will occur separately to the current resource consent application and is a factor for the applicant to resolve not part of the resource consent.

Vegetation removal

The location of the proposed building will also necessitate the removal of vegetation located on the land. It is estimated that approximately 180m² of vegetation will be removed. This vegetation consists of primarily native species, including ten trees over 4m in height (identified as seven Kanuka, one Matipo, one Pohutukawa, and a Totara). It is proposed to mitigate this removal by planting 20 new trees that are at least 1.5m tall within two locations to the south of the subject site along the eastern end of Bomb Point, along the coastal edge.

Infrastructure Servicing

Stormwater runoff from the roof of the MRC building will be captured and conveyed by a new private network to a new public line extending from the existing drainage lines at the bottom of Launch Road. Wastewater flows will be conveyed by a proposed private network to a new public line extending from the development within Catalina Bay to the north. An extension to the existing water supply network on Launch Road is proposed to service the building. Power and telecommunications lines will also be extended from the existing lines on Launch Road to service the new building.

Earthworks

The proposal involves a maximum cut of 233m³ over an area of 387m² on the land to construct the foundations for the building and the preparation deck. Erosion and sediment control measures will be implemented.

Transport

No parking is proposed associated with the MRC. Users and visitors are therefore expected to either park along Launch Road or other nearby streets; or be dropped at the facility. It is proposed to convert the three parallel parking spaces at the western end of Launch Road into a P5 loading bay which will provide an adequate area for users of the MRC to undertake drop-offs and pick-ups. However, Launch Road is presently privately owned by Panuku Development Auckland but is expected to be vested with Auckland Transport at the end of 2020. This will enable the applicant to go through a process with Auckland Transport to undertake the changes to the parking.

14 short-stay bicycle parks are proposed (six next to the building entrance along Boundary Road and eight between the concrete bollards at the end of the boat preparation deck).

Construction Methodology

The construction methodology for the building and access structures is detailed within an Engineering Design Report prepared by Tonkin and Taylor dated 25/10/19. In summary, construction of the water access jetty and MRC facility sub-structure will involve the installation of concrete and timber piles which will likely be installed into pre-drilled holes. If soft marine sediments exist then steel casing will be installed around the pile location. Piling is likely to be carried out with land-based piling equipment, although some piles will be installed by piling crane operation from a barge. The pontoon and gangway will be constructed off site. The final methodology will be determined when the contractor is selected.

It is possible that during some phases of construction, the coastal walkway may need to be closed to allow for efficient construction and ensure the safety of the public. The duration of any possible closure will be confirmed in a construction management plan which will be finalised prior to works commencing.

The sequencing of the construction will involve the water access structures and deck (including the platform that the building would sit on) being provided first, followed by the building. The applicant has agreed to ensure that handrails are installed around the deck for health and safety purposes if there is any delay in the construction of the building.

MRC Operations

The MRC building and water access structures are proposed to cater for the following operations: *(this is a guide only to assist with understanding how the proposed facility will be utilised)*

Yacht Club

On Wednesday and Friday afternoons (around 4pm), approximately 15 – 20 juniors (aged 7-14) are brought to the club by their parents. Approximately 10-20 yachts (predominantly optimists - a small, single-handed sailing dinghy) as well as three support tenders are then brought out on hand-held trailers and rigged on the deck area before being transported along the jetty to the pontoon. Once the yachts are launched the trailers will be kept in the building. The juniors will then sail for up to 2.5 hours (weather and daylight dependent) before being brought back up the water access and de-rigged / washed down on the deck. Juniors will also use the facility on Sunday afternoons any time between 10am and 2pm for approximately three hours.

Senior sailors participate in races on Sundays using larger yachts already moored at Kauri Point or berthed at Hobsonville Marina. The races usually start and finish at these locations meaning that participants do not typically park at Hobsonville Point during the races. However, at the conclusion of the race (late afternoon) a prizegiving is anticipated to be held within the MRC clubrooms from 6pm for approximately one hour. The races usually involve 4-8 yachts with up to five people on each yacht, meaning a maximum of 40 people might be expected to attend the prizegiving. The application material does note that the yacht club is expecting to expand over time, with up to 15 yachts in the future, meaning that up to 75 sailors may attend the prizegiving and post regatta functions.

It is not anticipated that yachts will need to be transported to/from the site except if they are sold or require substantial maintenance.

Rowing Club

Both Westlake Boys High School and the Regional Performance Centre will operate from the MRC.

- Westlake Boys High School

During the summer season (October to March) up to 60 students and several coaches will attend training sessions. During the week athletes would arrive at approximately 4.45am, with most being dropped off by parents, although the coaches and several senior students will drive and park on Launch Road. The rowing skiffs and six support boats (generally small aluminium boats with outboards) will be carried from the MRC and launched from the pontoon. Training will usually finish at 7.00am, with the skiffs and tenders then hosed down on the deck area. A bus arrives at 8.00am to transport the students to the school.

On weekends the school typically participates in rowing regattas held at other locations. These occur at a frequency of one every two or three weeks (approximately 12 throughout the summer season) which will require all skiffs to be transported to and from the MRC. It is proposed that a ute and trailer (approximately 9.7m long and 2.5m wide) will reverse down Boundary Road alongside the deck to allow boat loading to occur. It is anticipated that this could take 3-4 hours. Loading would typically occur on a Thursday afternoon from 3.30pm and unloading would occur Monday or Tuesday morning from 4.45am. A management plan has been prepared and is proposed to be implemented to manage potential conflict between the loading / unloading of skiffs and the use of the Boundary Road by pedestrians and cyclists.

When there are no competitions, weekend training will be held in a similar fashion to during the week.

During the winter season (April to September) the school may occasionally use the facility for training at similar times of the day, although there would be a significant reduction in the frequency of training sessions and the number of students participating.

- Regional Performance Centre

The Regional Performance Centre consists of approximately 20 rowers and several coaches. Training sessions are held during the week from 4.45am to 10.30am and 4.00pm to 7.00pm. Weekend training sessions also take place from 4.45am to 11.00am. The athletes would typically drive themselves to the training sessions and park on Launch Road.

Loading and unloading of skiffs will also be required when these athletes attend regattas (approximately 10 throughout the year). As there are fewer people, there are fewer skiffs and therefore loading/unloading will occur quickly.

Other Building Uses

The MRC will be seeking the ability to hire out the facility to the community as a way of covering ongoing maintenance costs. The applicant proposes to hire out the building for events of up to 300 people within the following operating hours:

- Monday to Saturday, 7.00am – 10.00pm for events of 100-300 people, and no event shall last longer than 8 hours continuously.

- Sunday, 9.00am – 6.00pm for events of 100-300 people, and no event shall last longer than 5 hours continuously.
- No restrictions for events with less than 100 people (noting though that all persons must be inside the building after 10.00pm to meet the noise restrictions of the AUP(OP)).

Site and surrounding environment description

The Site

The subject site is located on the east facing coastal edge of Boundary Road and end of Launch Road, extending south and east from the southern portion of Catalina Bay at the north-east tip of the Hobsonville Point peninsula.

The land-based part of the site is all reclaimed land comprising a narrow coastal strip along the eastern side of Boundary Road and a grassed area, retained by a stone seawall to the south of the Launch Road roundabout. The seaward edge of the roadside is vegetated with a mix of native and exotic trees and shrubs. The site also encompasses a section of Boundary Road which forms part of the Hobsonville Point Coastal Walkway 'Te Ara Manawa'. The road is paved and provides dedicated pedestrian and cycle access between Catalina Bay and Bomb Point to the south. The site is backed to the west by a 12m high vegetated coastal escarpment which slopes up steeply to Harrier Point.

The seaward side of the site extends over the tidal margin out into the mudflats of the upper Waitemata Harbour. The foreshore consists of mudstone and sandstone with a thin covering of mud with some mangroves present along the coastal edge. There is also a concrete block sunk into the foreshore just east of the seawall which has been used for the launching of superyachts from the end of Launch Road.

Access to the site is from Launch Road, which is still in private ownership (Panuku Development Limited). There is a temporary roundabout at the end of Launch Road.

Surrounding area

The site forms part of the 167-hectare redevelopment of Hobsonville Point from a Royal New Zealand Air Force Base into a mixed use community comprising comprehensively designed residential homes of varying densities with a compatible assortment of commercial, community and recreational facilities.

To the north of the site is Catalina Bay, which is a large expanse of historically reclaimed land containing multiple historic buildings previously utilised for Defence Force operations. As explained further in the background section below, this area is currently undergoing redevelopment into a vibrant mixed use urban precinct. Along the southern edge of Catalina Bay is the Sunderland Hangar building which has been converted into a micro-brewery, restaurant, and co-sharing office space. There is also a ferry terminal in the north-east corner. The coastal walkway continues along the seaward edge and onto a boardwalk which continues around the headland.

To the south of the site is an intertidal area containing mangroves, mudflats and a chenier ridge. To the east of the site, the main harbour channel contains a number of permanent moorings and

is a nautical route for ferries and recreational vessels travelling within the Upper Waitemata Harbour. The site to the west, on top of the headland, is occupied by a playground.

4. Background

Specialist Input

The proposal has been reviewed and assessed by the following specialists:

- Kent Liu, Development Engineer;
- Nagaraj Prabhakara, Traffic Engineer;
- Jason Drury, Development Planner, Auckland Transport
- Rhys Caldwell, Arborist;
- Wendy Zapart, Parks Planner;
- Stephen Quinn, Landscape Architect;
- Chris Mallows, Cultural heritage specialist;
- Sharon Yung, Acoustic specialist;
- Kala Sivaguru, Coastal specialist;
- Marija Jukic, Contaminated land specialist.

Local Board

Local Board member comment on the proposed application was sought from Margaret Miles, the Chairperson for the Upper Harbour Local Board, and was received by the council's processing planner on 20 December 2019. The following comments were made:

I have reviewed the application and do not have any concerns with it.

I feel it will provide a much-anticipated marine recreation facility which will have positive effects for the community of Hobsonville and those residents from outside the area who will benefit from it.

It will add to the recreation space and facilities in the area.

The design is a very pleasant one which will fit well into the surrounding area.

Iwi Engagement

The AEE identifies that the applicant has been working with Te Kawerau a Maki and Ngati Whatua o Kaipara in the 12 months leading up to the lodgement of the application, with regular meetings undertaken to provide general updates on the project design.

The applicant also sent a letter detailing the proposed works to the following iwi groups on 2 August 2019:

- Te Kawerau a Maki

- Ngāti Whatua o Orakei
- Ngāti Whatua o Kaipara
- Te Akitai o Waiohua
- Ngāti Te Ata
- Ngāti Tamaoho
- Ngāti Maru
- Ngāti Whanaunga
- Te Patukirikiri
- Ngāti Paoa
- Ngai Tai ki Tamaki

Based on Council's current iwi facilitation contact list, the application should also have been sent to representatives of the following iwi: Ngāti Manuhiri, Ngāti Tamatera, Ngāti Te Ata Waiohua, and Te Rūnanga o Ngāti Whātua. Given that the application is to be publicly notified, it is not considered that the applicant needs to specifically engage with these iwi groups, as all parties will be given the opportunity to provide comment on the application once notified.

Marine and Coastal Area (Takutai Moana) Act 2011

The Marine and Coastal Area (Takutai Moana) Act 2011 (MACA) created a no-ownership regime over the marine and coastal area and introduced mechanisms to recognise customary rights of Māori in that area. These mechanisms include “protected customary rights” (PCRs) and “customary marine title” (CMT). Iwi, hapū and whānau can apply to have PCRs or CMT recognised either through High Court proceedings or by engaging directly with the Crown.

Section 62 of MACA requires applicants applying for resource consent in the common marine and coastal area to notify and seek the views of any group that has applied for recognition of CMT in that area.

The applicant has provided confirmation that they have emailed the application documentation to all of the customary marine title applicants.

Hobsonville Point Design Review Panel

All applications for development at Hobsonville Point are required to receive approval from the Hobsonville Design Review Panel (HPDRP). The proposed design was first presented to the Panel on 28 June 2019. The Panel generally supported the design but made several recommendations regarding the landscape treatment along the western side of the building, adjustments to the design and alignment of the preparation deck, and managing the public / private interface. These changes have been incorporated into the final proposal and were presented to the HPDRP on 2 August 2019. Support was subsequently provided.

Existing Coastal Permits

On 16/08/10 Hobsonville Land Company (HLC) obtained twenty-one coastal permits (following a public hearing) to enable the construction, occupation and use of structures within Catalina Bay to facilitate the creation of a 'coastal gateway' including:

- A public ferry wharf and public berth facilities;
- A private use 44 berth marina;
- A 460m coastal boardwalk;
- Superyacht and public boat launching facilities;
- Marine industry boat hoist and launch facilities;

as well as activities in the CMA associated with dredging, beach enhancement and mangrove removal. The coastal permits can be summarised as follows:

- 37976 – Removal of approximately 1.5 hectares of mangroves.
- 37977 – Deposition of 600m³ of sand/shell material in the CMA to enhance an existing chenier ridge feature and on-going chenier ridge maintenance and replenishment.
- 37469 – Capital Dredging: 230,000m³ over an area of 83,000m². This permit expires 10 years from the date of commencement.
- 37470 – Maintenance Dredging: Up to 2,000m³ annually or 10,000m³ in any five year period. The permit expires 35 years from the date of commencement.
- 37472 – Temporary structures associated with construction.
- 37449 – Public deck and 13 public visitor berths.
- 38179 – Ferry Wharf – 90m long and 3-5m wide.
- 36489 – Reconstruction of historic wharf and construction of a 400m long and 3-5m wide boardwalk.
- 37452 – Tidal stairs occupying an area of 480m².
- 37453 – Restoration of the seaplane ramp.
- 37455 – 44 berth marina on the eastern side of the existing seaplane ramp.
- 37456 – 85m long and 5m wide boardwalk between the sea plane ramp and finishing berth.
- 37457 – Stabilisation of existing masonry seawall and maintenance of 11 existing stormwater outfalls.
- 37463 – 95m long floating breakwater and 10 permanent superyacht mooring piles.
- 37464 – 7.5m wide finishing berth
- 37465 – Boat launch facility comprising concrete beams extending into the CMA to be used by travelling hoists.

- 37466 – 13m wide all-tide dual-lane recreational boat ramp and floating pontoon to assist with vessel launching and retrieval.
- 37467 – Deposition of 7,000m³ of sand in the CMA to create a 70m long beach immediately south of Catalina Bay.
- 37468 – Artificial headland.
- 37639 – land use consent to undertake 4,200m² of earthworks associated with a park and ride facility. The facility will cover an area of 0.45 hectares.
- 37640 – discharge of stormwater from the 11 existing stormwater outfall structures located within the seawall.

Only some of these permits have been implemented, including some of the mangrove removal, some of the dredging, the chenier ridge enhancement, and construction of the ferry wharf and boardwalk.

To enable the proposed MRC and water access for small-keeled yachts, and to ensure the pontoon does not ground at the lowest astronomical tide, some dredging will be required. The applicant has subsequently undertaken additional dredging in accordance with the existing coastal permit (reference 37977). To provide access to the pontoon for small-keeled yachts with a maximum draft of 1.4m and an under-keel clearance of 0.2m, the dredging has been undertaken to ensure a clear water depth around the location of the pontoon of approximately 1.6m at low tide. In order to limit the frequency of maintenance dredging, the dredging depth allowed for approximately 0.2m of siltation. This is intended to provide a period of approximately 30 years before maintenance dredging would be necessary. It was necessary for the applicant to undertake this dredging prior to obtaining resource consent for the water access structures as the existing coastal permit expired in August 2020.

Due to the location of mangroves within location of the MRC building, it has been identified that approximately 200-300m² of mangroves from the area adjacent to the rock revetment running parallel to Boundary Road needs to be removed. The existing coastal permit 37976 has subsequently been utilised and the mangroves have been removed. Similar to the dredging, it was necessary to complete the mangrove removal before the expiry of the coastal permit in August 2020.

In order to obtain the necessary coastal occupation consents required for the MRC building and access structures, the applicant will surrender the following permits when the current application is granted: 37465 – superyacht launching facility, 37466 – recreational boat ramp with floating pontoon, 37467 – beach, and 37468 – artificial headland).

Redevelopment of Catalina Bay

Catalina Bay (previously called 'The Landing') is a highly modified coastal reclamation on the north-eastern edge of Hobsonville Point. Since the 1920's, the area accommodated the base for the Royal New Zealand Air Force (RNZAF) seaplane fleet which included hangars and launching facilities. Military activity in the area began to be phased out in the 1990's until Hobsonville Point completely dissolved as a military base by 2002.

The re-development of Catalina Bay is relevant to this application given that the Yacht Club and Rowing Clubs were previously located in this area, and the development is in close proximity to

the subject site. The development can be described as occurring in three stages (see Figure 3 below). Stage 1 has been approved and is in the process of being implemented. Stage 2 involves three separate, but largely interrelated sub-stages, and Stage 3 will be the final stage of development of Catalina Bay.

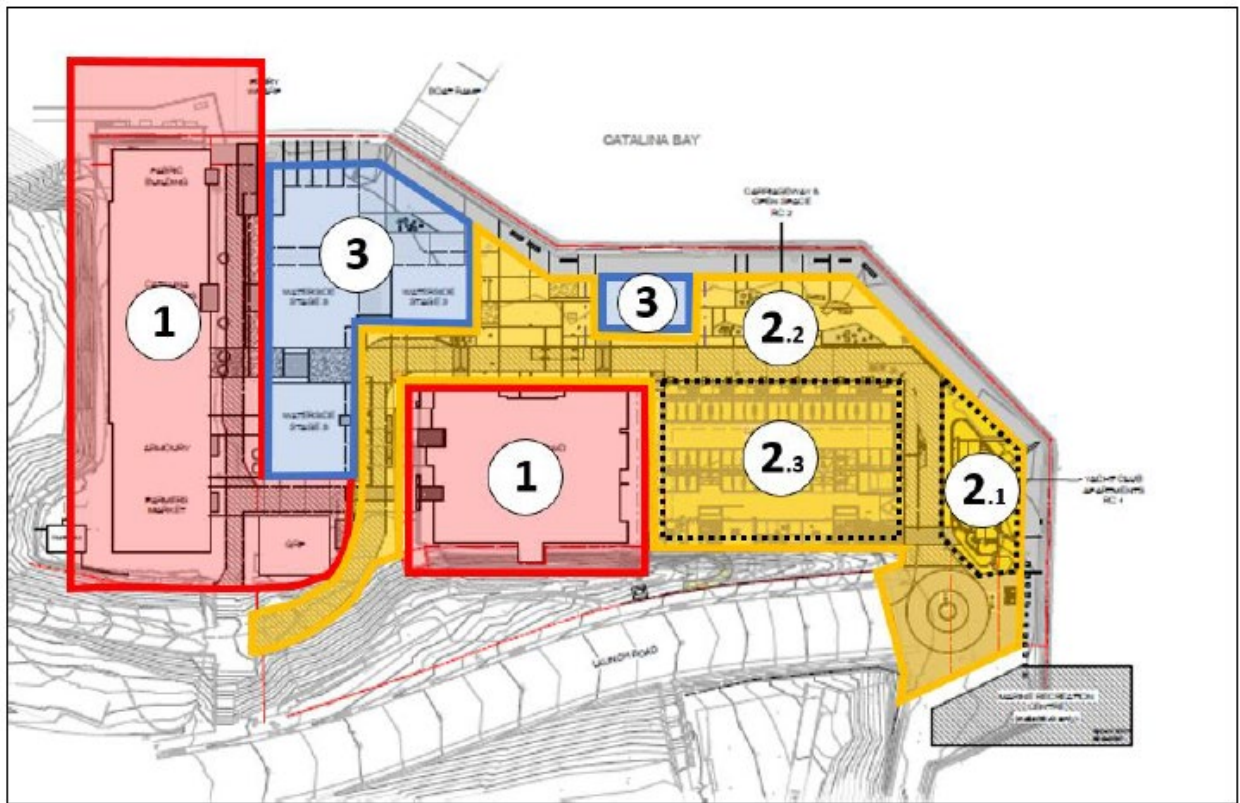


Figure 3: Staged development plan of Catalina Bay.

Stage 1:

On 19/10/17 resource consent (LUC60070419 / SUB60069967) was granted on a non-notified basis to subdivide Catalina Bay into 11 new allotments to facilitate the development of the first stage of this mixed use precinct. The consent new lots around the existing buildings, one lot left vacant for future development, and several smaller lots created for access and asset protection. A 7m-wide esplanade reserve was also to be created along the majority of the existing 315m long seawall.

The current uses within the existing buildings include offices, cafes, restaurants, and a farmers market.

Stage 2:

On 19/08/19 resource consent (SUB60329282) was granted on a non-notified basis to further subdivide Catalina Bay (see figure 4) to provide five freehold lots as follows:

- Lots 1 and 2 as vacant lots.
- Lot 3 which will contain the yacht club apartments.
- Lot 4 which is to be subject to further subdivision (see BUN60328752 below).

- Lot 5 DP 511649 will be amalgamated into Lot 100, which is to be vested as road at a future stage. Lot 100 is proposed to be a future roundabout which will form part of Launch Road; and will provide a future connection to the road within Catalina Bay. This consent did not approve the construction of the roundabout.



Figure 4: Approved subdivision scheme plan (SUB60329282)

On 21/08/19 resource consent (DIS60328753, LUC60328754, SUB60328755 and CST60328756 (BUN60328752) was granted on a non-notified basis for the following matters:

- Design of a new public stormwater network, including a new coastal outfall and consent for stormwater discharges.
- Design of a new public wastewater network to service development within Stages 2.1 and 2.3;
- Design of a public road connecting Hudson Bay Road with the eastern end of Launch Road. This road will accommodate one-way bus circulation (clockwise) through the precinct, and service vehicle and mobility access to the Stage 1 precinct and ferry terminal. Vehicle access to the stage 2.1 and 2.3 residential

developments will be obtained via a short section of two-way road off the eastern end of Launch Road.

- Site wide hard and soft landscaping works.
- Subdivision of Lot 4 (created by SUB60329282 above) to create titles around Stage 2.1 and Stage 2.2, areas of road to vest, and Stage 3 as future development areas.

On 23/08/19 resource consent (LUC60327493) was granted on a non-notified basis to construct a five-storey apartment building 'Yacht Club Apartments' consisting of parking on the ground floor and one unit on each of the upper four floors (Stage 2.1).

On 27/08/19 resource consent (LUC60328163) was granted on a non-notified basis to construct 68 units within a new 13 storey apartment building located to the east of the Sunderland hangar (Stage 2.3).

Existing water-based recreational uses

Hobsonville Boating Club was formed in 1934 (becoming Hobsonville Yacht Club in 2002) and has used the Catalina Bay area in conjunction with the military ever since. The yacht club occupied two buildings within the eastern extent of Catalina Bay as well as a surrounding storage yard for yachts and equipment (see figure 5) encompassing a total area of 1,330m².

Westlake Boys High School began to use the area for rowing in 1996 and set up a storage facility adjacent to the Sunderland Hangar comprising an area of about 950m².

Both the yacht and rowing clubs currently use the historical seaplane launching ramp for launching yachts and rowing skiffs. It is noted that the ramp has structurally deteriorated over time and is now only safe for up to 10 people to be on the ramp at any one time.



Figure 5: Existing occupation of Catalina Bay by the Hobsonville Yacht Club and Westlake Boys High School rowing club.

Public Works Act Agreement

In October 2009 an agreement was made between the Crown and Waitakere City Council under the Public Works Act 1991. This was in relation to the Crown acquiring land at Duke Park within Hobsonville Point. As part of this agreement there is a clause within the background section stating the following:

“In consideration of the Council acceding to the Crown’s requests in relation to the land and road the Crown has agreed that its planning for the development of the area known as the Landing at Hobsonville will take into account the need to establish within the Landing a facility, on land owned by the crown but under community management, which will cater for the needs of a range of water based recreational uses and other community uses. The Crown will work closely with the Council and interested representatives of the community to ensure that an appropriately sized and located facility is an integral part of the Crown’s development at the landing. The Crown proposes to make available land for the establishment of a facility with a minimum footprint of 400 square metres that will include provision for boat storage, a lounge/meeting room and a yacht club start tower. The location and configuration of the facility is at the Crown’s discretion and subject to the necessary planning approvals and decisions by the Minister of Housing.”

5. Reasons for the application

The location of the proposed structures relative to the underlying zones is illustrated in figure 6 below, guiding the reasons for consent.

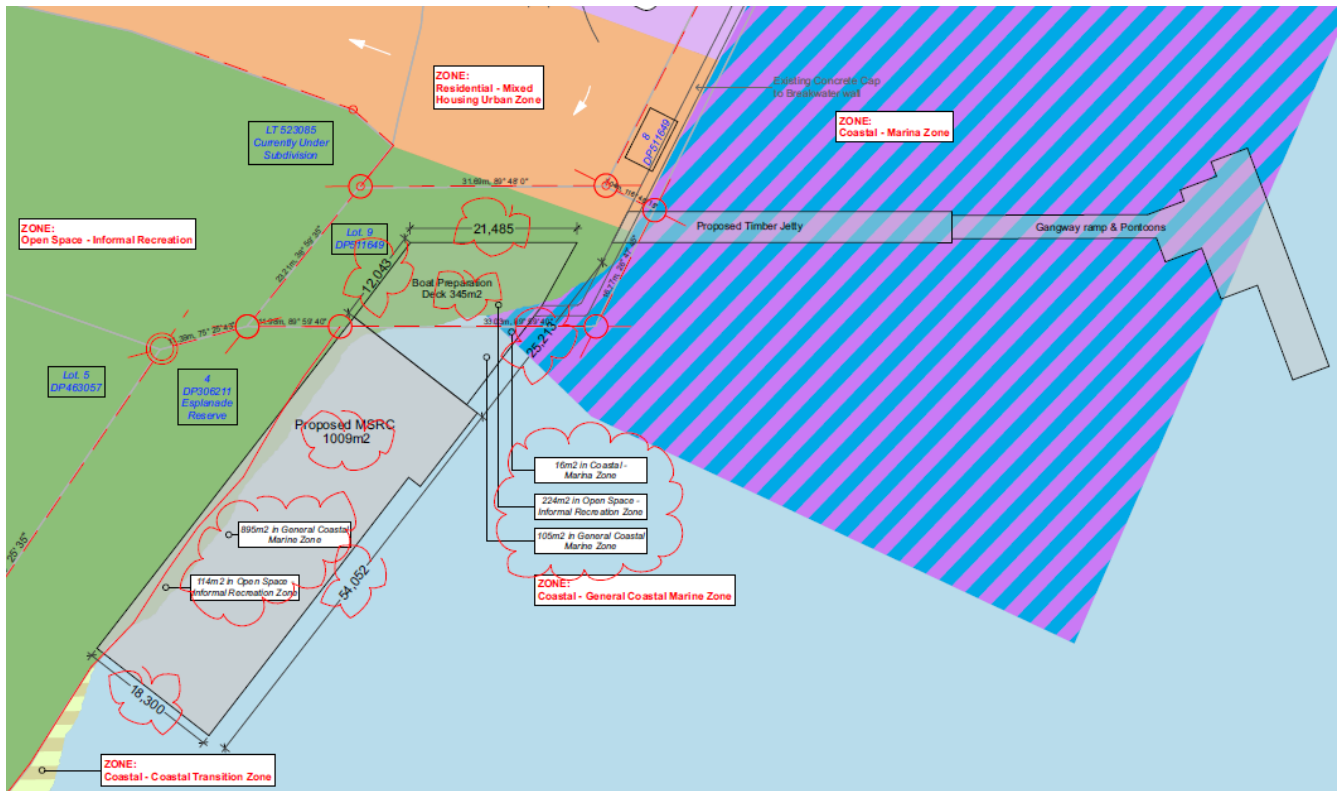


Figure 6: AUP(OP) zoning map overlaid with the proposed building and water access structures.

Resource consent is required for the following reasons:

Land use consent (s9) – LUC60349873

Auckland Unitary Plan (Operative in part)

District land use

Open Space zones

- To construct clubrooms for the yacht club and rowing club, being clubrooms in the Open Space - Informal Recreation zone, is a discretionary activity under rule H7.9.1 (A10).

Vegetation management and biodiversity

- To remove 180m² of contiguous vegetation on the eastern side of Boundary Road, including seven kanuka ranging in height from 4-7m, one matipo and one Pohutukawa both 4m tall, and one 7m high totara, which is vegetation removal of greater than 25m² of contiguous vegetation and tree removal of any indigenous tree over 3m in height

within 20m of mean high water springs, is a restricted discretionary activity under rule E15.4.1 (A21).

Trees in open space zones

- To remove seven kanuka ranging in height from 4-7m, one matipo and one Pohutukawa both 4m tall, and one 7m high totara from the eastern side of Boundary Road on land zoned Open Space – Informal Recreation zone, which is tree removal of any tree greater than 4m in height within an open space zone, is a restricted discretionary activity under rule E16.4.1 (A10).

Transport

- Parking which is an accessory activity but does not comply with the following parking standard is a restricted discretionary activity under rule E27.4.1(A2):
 - The proposed MRC building is designed to accommodate up to 300 people but no car parks are proposed, thereby not meeting the 60 that is required by Standard E27.6.2 and Table E27.6.2.4 which requires clubrooms to provide a minimum of 0.2 spaces per person the facility is designed to accommodate.

Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 'NES: CS'

The NES:CS regulations apply where activities listed on the Hazardous Activities and Industries List is being, has been, or is more likely than not, to have been undertaken. The results of a historical review by Pattle Delamore Partners has identified waste disposal to land (i.e. reclaimed land) and port activities (i.e. yacht maintenance facilities) are more likely than not to have occurred historically on the site. Therefore, the NES:CS is applicable as follows:

- 233m³ of soil disturbance is proposed, which exceeds the permitted activity volume limits set out in Regulations 8(3)(c) and 8(3)(d)(ii) which require no more than 25m³ of soil disturbance per 500m² of site area, and a Detailed Site Investigation (DSI) exists confirming that the concentrations of contaminants are below the relevant NES:CS standards, and is therefore a controlled activity under Regulation 9(1).
- To change the use of the site from undeveloped open space to an active recreation land use and a DSI exists confirming that the concentrations of contaminants are below the relevant NES:CS standards and is therefore a controlled activity under Regulation 9(3).

Coastal Permit (s12) – CST60349872

General Coastal Marine zone

- To undertake disturbance of the general coastal marine area associated with the piling works for the pontoon guide piles and the MRC structure piles, being coastal marine area disturbance that is not otherwise provided for, is a discretionary activity under rule F2.19.4 (A37).
- To establish clubrooms for the use of the Yacht Club and Rowing Club, being clubrooms for marine-related clubs, is a discretionary activity under rule F2.19.8 (A104).

- To use an impact hammer to install the timber piles for the jetty, being impact piling in the General Coastal Marine zone, is a restricted discretionary activity under rule F2.19.8 (A114).
- To construct the MRC building, preparation deck, jetty and pontoon, being coastal marine area structures and buildings not provided for elsewhere, is a discretionary activity under rule F2.19.10 (A121).

Coastal Marina zone

- To construct a jetty within the coastal marina zone, being a coastal marine area structure not otherwise provided for, is a discretionary activity under rule F3.4.3 (A28).

Permitted aspects of the proposal

The following aspects of the proposal are permitted:

- Land disturbance:
 - The application involves 233m³ of earthworks across a maximum area of 387m², which is less than the maximum of 250m³ and 500m² permitted within an Open Space zone under ruled E12.4.1 (A7) and (A3).
 - Despite the site being located within a sediment control protection area, the area of earthworks is less than 2,500m², and is thus permitted under rule E11.4.1 (A7).
- Noise and Vibration:
 - An assessment of construction noise and vibration has been undertaken by Styles Group. The results of their noise modelling has demonstrated that the works can comply with the permitted noise limits at all receivers in accordance with standards E25.6.27 and E25.6.30, and is thus permitted under rule E25.4.1 (A1). This has been confirmed via a review by Council's Consultant Acoustic Specialist, Ms Sharon Yung, however it is considered that this is dependent on use of acoustic screening.
- Coastal:
 - The portion of the pontoon located within the coastal marina zone as well as the gangway is permitted under rule F3.4.3(A24), as it is a marine and port accessory structure.
- Coastal Inundation – The site is identified as being within the “Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise” control overlay. The relevant provisions within Chapter E36 and Table E36.4.1 relating to this overlay only refer to the establishment of habitable rooms. The proposal does not involve the development of any habitable rooms. There are rules within the table relating to structures and buildings located on land in the coastal storm inundation 1 per cent annual exceedance probability (AEP) area, however the site is not identified as being located in this overlay.
- Traffic generation:

- The applicant has applied for consent under rule E27.4.1 (A3) for an activity which exceeds the trip generation standards set out in Table E27.6.1. However, this only relates to controlled or restricted discretionary activities in the relevant zone. In this case, the proposed clubrooms require consent as a discretionary activity in an Open Space zone and therefore this rule does not apply.

6. Status of the resource consent

Where a proposal:

- consists of more than one activity specified in the plan(s); and
- involves more than one type of resource consent or requires more than one resource consent; and
- the effects of the activities overlap;

the activities may be considered together.

Where different activities within a proposal have effects which do not overlap, the activities will be considered separately.

In the instance, the effects of the proposed resource consents will overlap and thus they are considered together as a discretionary activity overall.

7. Public notification assessment (sections 95A, 95C-95D)

Section 95A specifies the steps the council is to follow to determine whether an application is to be publicly notified. In accordance with Step 1 mandatory notification is required as the applicant has requested that the application is publicly notified under s95A(3)(a).

It is therefore recommended that this application be processed publicly notified.

8. Notification recommendation

Public notification

For the above reason under section 95A this application must be processed with public notification.

Accordingly, I recommend that this application is processed publicly notified.



Michael Treacy
Senior Planner
Resource Consents

Date: 03/09/20

9. Notification determination

Acting under delegated authority, and for the reasons set out in the above assessment and recommendation, under sections 95A and 95C to 95D, and 95B and 95E to 95G of the RMA this application shall be processed non-notified.



Samantha Redward
Team Leader
Resource Consents

Date: 03/09/2020