

Technical Memo

MARINE RECREATION CENTRE



AEE Addendum
Kainga Ora

TO: Michael Treacy
FROM: Sam Benson & Nick Grala

HG PROJECT NO : 1020-143449-01
DATE: 24 July 2020

1.0 INTRODUCTION

This is an addendum to the Assessment of Environmental Effects submitted with Resource Consent (Council Reference: BUN60349871). This addendum addresses elements of the resource consent that were either missed in the original application or have changed through the Section 92 process. This addendum also includes responses to the annotated S92 response dated 25-05-20 received from Auckland Council.

2.0 CHANGES TO THE APPLICATION

LOADING BAY

The original application relied on using a loading bay that was original planned (through a separate subdivision process) on the outside edge of roundabout at the end of Launch Road. Through this separate process, the loading bay is now no longer going to be provided at the end of this roundabout.

The applicant therefore proposes to convert the western-most three parallel car parking spaces into a P5 loading bay which will provide an adequate area for users of the MRC building to undertake drop offs and pickups (see **Figure 1** below).

We understand that Panuku will be vesting the road with Auckland Transport before the end of 2020, which means that it will be a public road by the time this resource consent is ready to be implemented. This will enable the applicant to go through the standard AT process to undertake the changes when it comes time to implement the consent.



FIGURE 1 - INDICATIVE LOCATION OF LOADING BAY

EVENTS

The application did not discuss how events would be run at the MRC.

The applicant now seeks to be able to hire out the MRC to for events of up to 300 people. It is not known at this stage how regularly events may occur because this will depend on how the MRC is operated and what demand exists. Section 6.0 of the revised Assessment of Noise Effects (dated 7th April 2020 – submitted with the Section 92 response) provides mitigation that could be implemented for any events to ensure that compliance with the permitted standards for noise can be achieved. This is shown on the table (screenshotted from the Assessment of Noise Effects) below:

Table 2: Noise mitigation controls, Monday to Saturday

Operating scenario	Noise control	
	Before 10:00 pm	After 10:00 pm
Up to 100 people in function area, inside and on the deck	No restrictions	All people must move inside. Doors can remain open. Windows on eastern facade can remain open; all other windows must be closed.
100 - 300 people in function area, inside and on the deck	No restrictions	Event must finish before 10:00pm, or be reduced to a maximum of 100 people on site. All remaining people must move inside. Doors can remain open. Windows on eastern facade can remain open; all other windows must be closed.

Table 3: Noise mitigation controls, Sunday

Operating scenario	Noise control	
	Before 6:00 pm	After 6:00 pm
Up to 100 people in function area, inside and on the deck	No restrictions	All people must move inside. Doors can remain open. Windows on eastern facade can remain open; all other windows must be closed.
100 - 300 people in function area, inside and on the deck	No restrictions	Event must finish before 6:00pm, or be reduced to a maximum of 100 people on site. All remaining people must move inside. Doors can remain open. Windows on eastern facade can remain open; all other windows must be closed.

With regard to the potential effects on the traffic network from hiring out the MRC for events, Russell Brandon from Flow has assessed these effects on the email titled “MRC S92 responses” dated 26 June 2020. The assessment found that the increase in parking demand and traffic resulting from events of a maximum of 300 people does not justify any specific management, or restrictions on when this can occur.

EARTHWORKS

The application that 111m³ of earthworks was proposed, however have since identified that this was incorrect, and the total maximum proposed volume of earthworks will be approximately 233m³.

3.0 ADDITIONAL REASONS FOR CONSENT

The applicant is now also applying for additional resource consents to enable vegetation removal necessary to construct the proposed MRC.

The proposal will include the removal of approximately ten trees that exceed 4m in height which requires resource consent as a **Restricted Discretionary** activity under **Rule E16.4.1(A10)**.

Resource consent is also being sought under **E15.4.1(A21)** for removal of greater than 25m² of contiguous vegetation and tree removal of indigenous trees over 3m in height within 20m of the Mean High Water Springs.

The assessment for both of these reasons for consent has been provided in the Arboricultural Report (dated 16 April 2020) and the Arboricultural Addendum (dated 24 June 2020).

4.0 ANNOTATED S92 RESPONSE 25-05-20

The following section provides our response to the annotated s92 letter.

1.0 – Vegetation Removal

Please see the Arboricultural Addendum prepared by Andrew Barrell dated 24 June 2020. The addendum suggests the type and location of mitigation planting which will be worked through with council through the TAOA process.

The TAOA has been lodged and discussed with council arborist Erika Commers.

2.0 – Contamination (earthworks query)

The earthworks figures mentioned in the original AEE are incorrect and the actual proposed volume is 233m³ as shown on the earthworks plan and stated in the DSI. We note that 233m³ of earthworks is a Permitted activity under E12.4.1(A7).

3.0 (h) – Assessment of the trusts ability to hire out the facility

Please refer to Section 2.0 of this Addendum which covers potential noise and traffic effects from hiring out the facility

4.0 (a) – Viewpoints as a single frame

Please see attached updated Graphic Supplement prepared by Boffa Miskell, dated July 2020.

4.0 (c) – Continuation of public access in front of the building

The applicant is not going to provide a cantilevered walkway around the sea-ward side of the MRC for the reasons already provided. Feedback from iwi groups in the design process was also against providing access around the MRC and further encroachment of the CMA.

The comment about design measures was in reference to the surface treatments shown on Plan RC03-A. This includes extension of the decked walkway/jetty approach and the concrete walkway which has bollards on either side to create a continued walkway around the Boat preparation deck and direct pedestrians to Boundary Road.

5.0 – Loading Bay/Drop off area

As stated in Section 2.0 of this report, the proposal is now to use the westernmost 3 car parks on Launch Road as a loading bay (instead of a loading bay on the roundabout).

7.0 (b) – Pseudo Tracking Curves

We are reluctant to provide any pseudo tracking curves given these are neither a statutory requirement nor an accepted industry design, but in the interests to enable a better understanding of the proposal, we have prepared these. Please refer to the pseudo tracking curves shown on the **attached** email from Russell Brandon of Flow dated 26th June 2020. The diagram shows that 5.5m x 2.1m yachts (which are the largest to be used by the sailing club) can be maneuvered around the building while still maintaining a 2m wide clearance for pedestrians using Boundary Road.

7.0 (d) – Public use of the wharf

The boats that will be launched on the wharf by the MRC users are all either on handheld trailers (sailing yachts) or will be carried by rowers (skiffs). We reiterate that the proposal is not for a public boat ramp, but a wharf. The wharf is not a suitable launching place for public to launch vehicle-trailer boats as no ramp is provided.

The general public will be able to use the wharf for handheld craft but it is expected that the public wishing to launch vehicle-trailer boats will use alternative launching options around Auckland which have boat ramps and car parks for trailers.

9.0 (c) – Planters

It is anticipated that The MRC trust will maintain the planters.

11.0 – Event Traffic Management

Please refer to email from Russell Brandon of Flow (dated 26 June) which has assessed the effects of events on the traffic network. The assessment found that an increase in parking demand and traffic resulting from events of a maximum of 300 people would not require specific event traffic management.

12.0 – Construction Management

It is not practical to provide a construction management plan at this stage of the process. This is due to the dynamic environment at Catalina Bay in addition to the uncertainty of when the MRC will be constructed. These two factors mean it is premature and inappropriate to contemplate how the construction of MRC will be managed. We remain of the view that it is appropriate to require this as a condition of consent.

17.0 – Noise

Please refer to the Styles Group Response dated 25 May 2020 which has found that all construction works can comply with the permitted noise limits specified in AUP Standard E25.6.27 at all receivers.

21.0 Requirements of the Takutai Moana Act

Please see the **attached** copy of emails sent out to all iwi groups.

We believe that all iwi groups required to be contacted under the Takutai Moana Act have been contacted (as suggested in the email from Michael Treacy on the 12th June 2020), however if council provides a list of any further iwi groups that are required to be contacted, the applicant will send the letter out to them as well.

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Arboricultural Addendum

To: Erika Commers, Auckland Council Community Facilities Arborist erika.commers@aucklandcouncil.co.nz
From: Andrew Barrell, Consultant Arborist, Director Tree3 Ltd andybarrell@xtra.co.nz
Date: 24 June 2020
Re: Catalina Bay, Hobsonville – *additional information re: planting locations*
Arboricultural assessment – planting recommendations and location

Introduction

- 1) I prepared a report to support a Tree Owner Approval (TOA) application for works at Catalina Bay, Hobsonville. This report was dated 16 April 2020 and related to removal of protected vegetation from Auckland Council (AC) parks land.
- 2) AC requested details of mitigation for vegetation loss arising from the proposal.
- 3) The aim of this addendum is to provide planting details to mitigate the loss of vegetation described in the above mentioned report.
- 4) I met with Mr. Andrew Jefcoate of Kainga Ora on 17 June 2020 to assess potential locations for new planting.
- 5) I have arboricultural experience and qualifications, the details of which are summarised on my website at the following address: <http://tree3.co.nz/about-us/andy-barrel-cv/>. I have based this report on my site observations and the supplied information, and recommendations have been made in light of my experience.

Mitigation planting suggestions and potential planting locations

- 6) The original proposal involved removal of ten native trees over 4m tall along with a selection of lower-stature understory plants. As a starting point I suggest that a two to one ratio be adopted for replacement planting i.e. twenty new trees are planted at a suitable location to mitigate the loss of the trees arising from the Catalina Bay proposal. These trees should be at least 1.5m tall at the time of planting.
- 7) Species should reflect the existing native plant assemblages in the area and also relate in part to the trees being removed. The larger trees included pohutukawa, totara and kanuka with a selection of smaller plants including matipo, flax, coprosma and kohuhu (all detailed in the original report dated 16 April 2020). Mr. Jefcoate advised that his organisation already had several large-grade containerised pohutukawa trees that could be released from their containers and used as replacement trees. These trees range in height from approximately 2-4m.
- 8) My recommendation is to use as many as possible of these pohutukawa trees and make up the numbers with climax species such as totara and puriri.
- 9) Figure 1 below is a screenshot of an annotated aerial image provided by Mr. Jefcoate showing the approximate location of possible new planting sites.

Figure 1 – Screenshot of aerial image showing potential planting locations (dotted yellow outlines).



- 10) The dotted yellow outlines indicate approximate locations where new trees would have a significant and beneficial ecological and amenity impact. The areas stand on the existing coastal walkway so are regularly used by the public. Furthermore there are suitable gaps adjacent to the roadway where the new trees would provide maximum amenity impact.

Recommendations

- 11) My recommendation is that some of the existing large-grade pohutukawa trees be used as part of the planting mitigation to address the loss of vegetation arising from the Catalina Bay development proposal. Some of these trees were not in the best of health therefore it would be prudent for the AC Parks Arborist to inspect and select which trees were suitable for relocation to the proposed planting sites.
- 12) At least twenty new trees should be planted at the selected locations. These locations are to be confirmed as appropriate by the AC Parks Arborist. This confirmation would best be achieved by the AC Parks Arborist inspecting the selected areas to ascertain the best location and this should be arranged by contacting Mr. Jefcoate directly (ph: 09 261 5791; mobile: 021 950 976; email: andrew.jefcoate@kaingaora.govt.nz) to arrange site access as there are currently access restrictions in place relating to unexploded ordnance location works.
- 13) Once the number of viable pohutukawa trees has been confirmed, the remainder of the twenty new trees should be selected from the following: puriri, totara, karaka, kohekohe. Each of the new trees should be at least 1.5m tall at the time of planting and of rootball grade Pb95 or equivalent. Additional or alternative species may be preferred by the AC Parks Arborist and this can be specified in TOA conditions.
- 14) All trees shall be planted in accordance with arboricultural industry best practice and be subject to a maintenance period, the duration of which can be specified in TOA conditions. This maintenance shall include weed control, formative pruning (to be carried out at least one year after planting), maintenance of mulch layers around the base of each tree, watering during drought periods if deemed necessary and replacement of any trees that die on a like for like basis.

Please feel free to contact me if you require further clarification of any of the above points.

Andrew Barrell

Consultant Arborist, Director, Tree3 Ltd



24 June 2020



Marine Sports & Recreation Facility: Hobsonville Point

Graphic Supplement

July 2020



Marine Sports & Recreation Facility: Hobsonville Point



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VS 2: Viewpoint 2 - Boat View to Hobsonville Road from Catalina Bay - Proposed

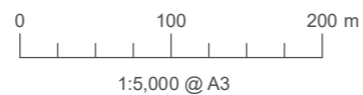
VS 2a: Viewpoint 2 - Boat View to Hobsonville Road from Catalina Bay - Single 50mm Frame - Proposed

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VS 4a: Viewpoint 4 - Onekiritea Park Pathway (south of the proposal) - Single 50mm Frame - Proposed



Legend

-  Viewpoint Locations
-  Proposed Development Footprint
-  AUP High Natural Character of Greenhithe

VISUAL SIMULATIONS - METHODOLOGY

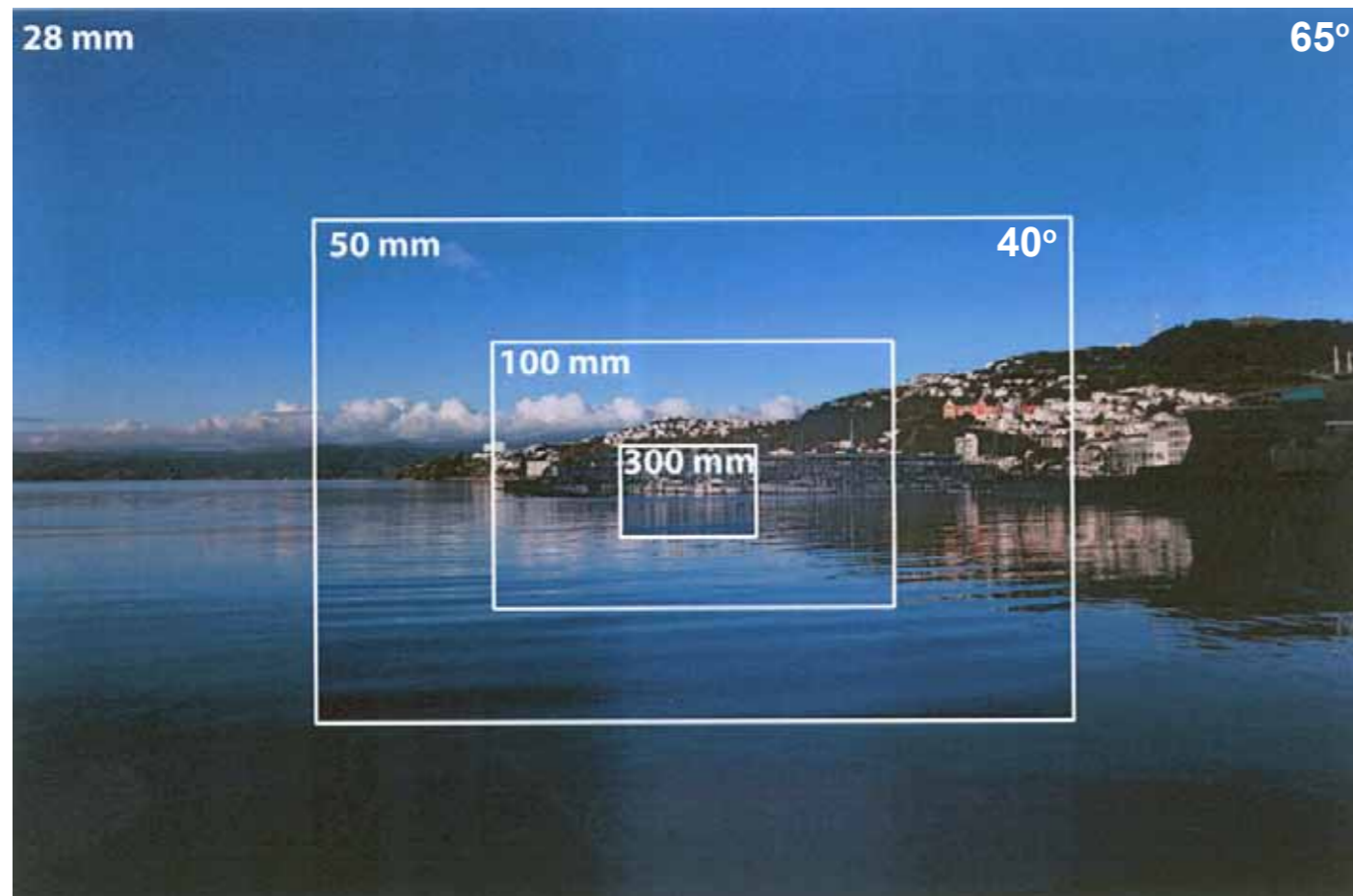
SITE VISIT & PHOTOGRAPHY

Site photographs were taken with a Canon digital SLR camera fitted with a 50mm focal length lens, mounted on a tripod and panoramic head. A series of photos were taken at predetermined viewpoints, situated on public land. The locations of each viewpoint were fixed by either hand held GPS or GPS units built in to the cameras.

NZILA GUIDELINES & PANORAMA PREPARATION

The visualisations have been produced in accordance with the NZILA Best Practice Guidelines for Visual Simulations (BPG 10.2) and also adhere to Boffa Miskell's internal Visualisation Guidelines.

As can be seen below (derived from Figure 9 of the NZILA BPG), a photo taken with a 28mm lens will provide a horizontal field of view of 65°. Using a 50mm lens will provide a "cropped" (40°) version of the same view. The same effect can also be achieved by taking multiple 50mm photos in portrait mode, and using digital stitching software to merge and crop to 90°, 65° or 40°.



COMPOSITING

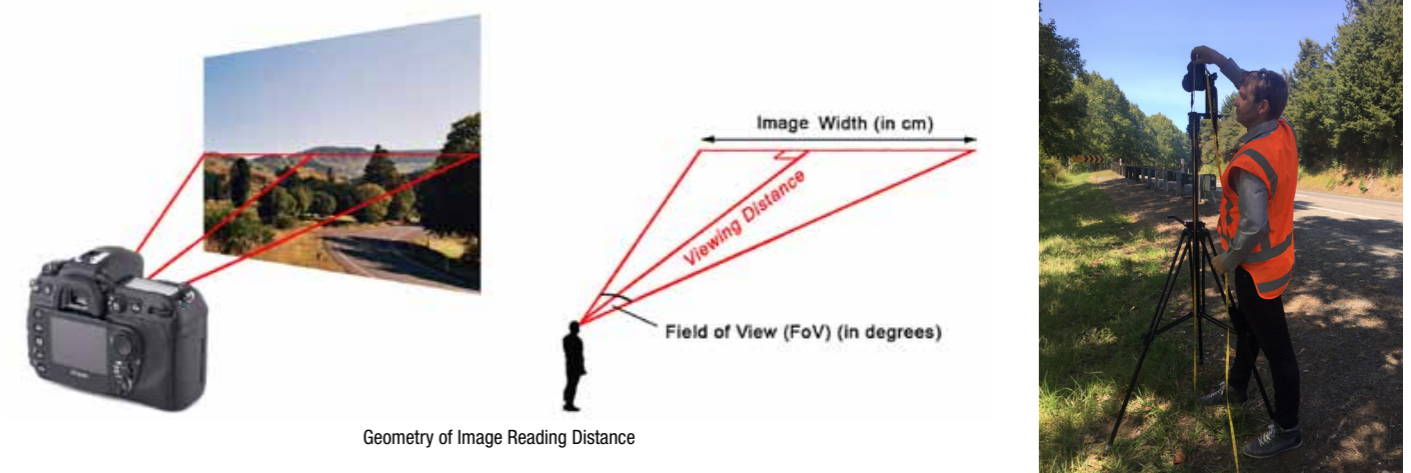
Virtual camera views were then created in 3D modelling software, and a combination of 3D contour data and 3D engineering drawings turned on in each of these views. These were then matched to the corresponding photographic panorama, using identifiable features in the landscape and the characteristics of the camera to match the two together. The visualisations were then assembled using graphic design software.

VIEWING (IMAGE READING DISTANCE)

Views which have a field of view of 40° should be viewed from a distance of 55 cm when printed at A3. Views which have a field of view of 65° should be viewed from a distance of 31.5cm when printed at A3. Views which have a field of view of 90° should be viewed from a distance of 20 cm when printed at A3.

This will ensure that each simulation is viewed as if standing on-site at the actual camera location, and is in accordance with Section 7.11 of the NZILA BPG (reproduced below). Users are encouraged to print these pages on A3 transparency, go to the viewpoint and hold at the specified reading distance, in order to verify the methodology.

LENS	HORIZ FoV ¹	PAPER SIZE	ACTUAL IMAGE SIZE ²	READING DISTANCE ³
28mm	65°	A4	277mm W x 185mm H	215mm
		A3	400mm W x 267mm H	315mm
		A2	574mm W x 383mm H	450mm
50mm	40°	A4	277mm W x 185mm H	380mm
		A3	400mm W x 267mm H	550mm
		A2	574mm W x 383mm H	790mm





Extent of 40° View Existing View



Proposed View



Proposed View



Extent of 40° View

Existing View



Proposed View



Proposed View



Extent of 40° View

Existing View



Proposed View



Proposed View



Extent of 40° View

Existing View



Proposed View



Proposed View

Erin Taylor

From: Russell Brandon <Russell@flownz.com>
Sent: Friday, 26 June 2020 3:13 PM
To: 'Sam Benson'; Erin Taylor
Subject: MRC S92 responses

Hi Sam and Erin,

As discussed at the meeting we had a while back, here's some additional information from met to help respond to the additional queries received. Let me know if you need more info.

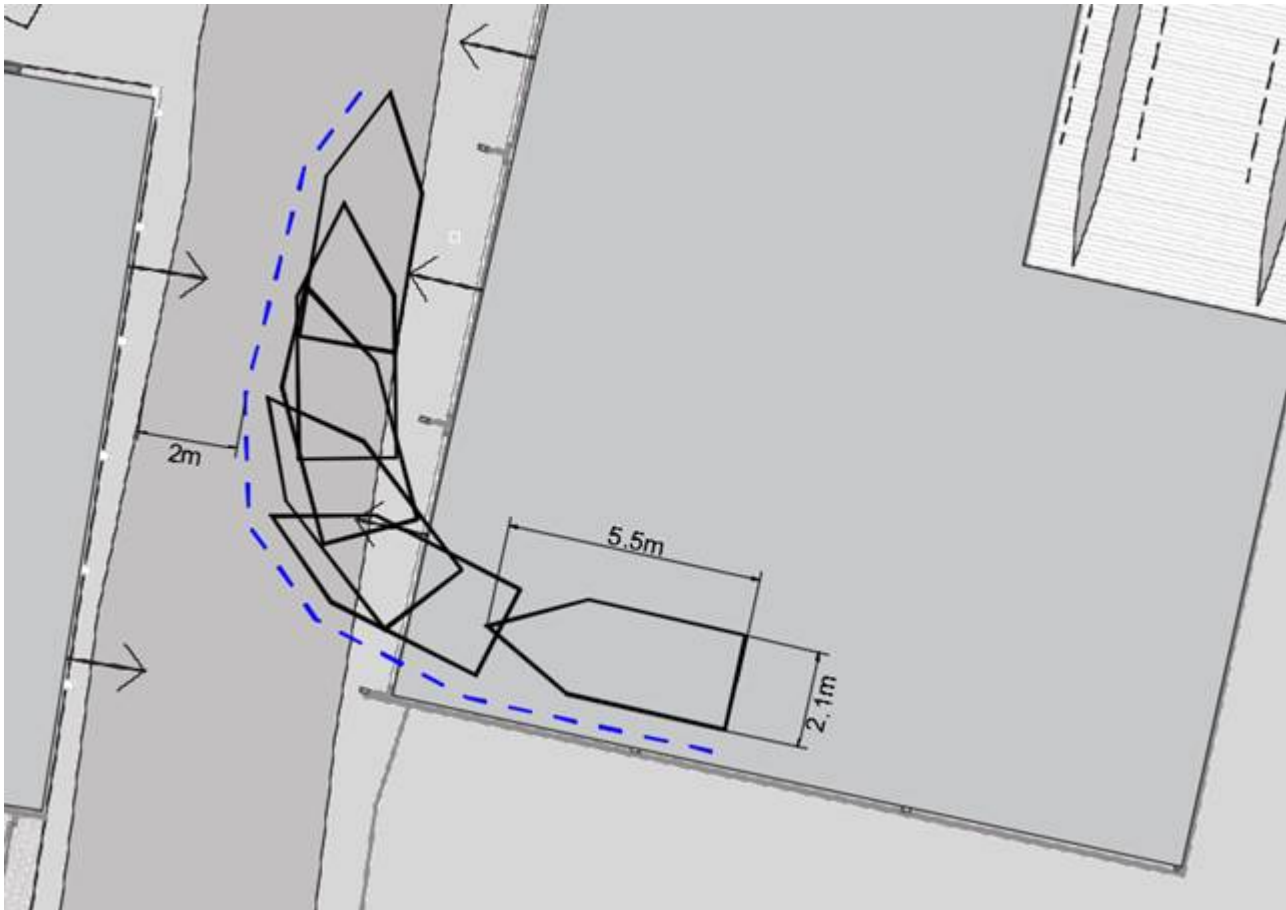
7b) – Pseudo boat tracking.

Pseudo tracking curves are shown in the image below. This is based on the largest boat to be stored in the MRC, which is 2.1m wide, sitting on a trailer that is 5.5m long (most boats will be smaller than this) These trailers will be pulled by hand, and with a rear axle only, so can basically turn on the spot. The outline of the boat/trailer is shown in black with 0.5m clearance shown in blue.

Avoiding the structural elements of the building, based on this assessment it appears the trailer can be pulled out leaving at least 2m space on the Boundary Road path. The boat can be pushed back in in a similar fashion. There could be times a boat may be swing out further than what is shown, but in this regard we reiterate the following:

- This is not a constant activity. Boats will be brought out/in only before and after sailing sessions, which are currently anticipated to occur around 4 times per week.
- It will only be a very short period of time that the boat will obstruct the pathway when it is being turned before being pulled along the pathway (maybe 30 seconds), and it may take 15-20 minutes to shift the boats from the storage area to the launching area. As such, it is only a short period of time that this activity will affect the use of Boundary Road
- As noted in our previous response, a warning signage is proposed to alert approaching walkers, runners, cyclists etc. of the activity ahead, and the pathway is straight so they will have clear visibility of what is happening before they approach the area
- Being pulled by hand over level terrain, these boats can only be moved slowly, as such posing minimal safety risk to other pathway users.

Overall, while the activity of the sail boats being unloaded and loaded into the storage area may be noticeable to other users on the path, we do not consider that it will create any safety hazards, or unreasonable disruption.



7d) – Public use of the boat ramp

While the jetty used to boat launching might be accessible to the public, it cannot be accessed by vehicles/trailers from Launch Road. As such the only public vessels that can be launched at this facility will need to be carried out to the jetty by hand.

It could be that people do bring stand up paddle boards/kayaks on trailers and then look to park on the surrounding streets. The parallel parking on Launch Road and other surrounding streets could be suitable for parking vehicles with trailers. In this regard however we note that people are very unlikely to bring trailers to this area if it is then difficult for them to find somewhere to park. Again noting that this is not a facility designed or intended to be used by the public to launch vessels directly from a trailer into the water, like public boat ramps.

Launch Road has sufficient parking to meet the requirement for MRC and retail/food and beverage planned in Catalina Bay. Recreational use of the area may result in additional parking demand, but in this regard we note that there is no parking requirement for this, and there is additional on-street parking on the streets to the south and west of Launch Road that can also accommodate parking demand in this area.

11) – Event traffic management

The main effect of functions being held at the MRC would be an increase in parking demand. Depending on the time of day/week, it is possible that this could exceed the amount of parking provided on Launch Road. This may result in people needing to park further from the MRC on other surrounding streets, and walking back to the MRC. This may also result in more people driving along Launch Road trying to find a parking space.

Overall, we do not consider that an increase in parking demand and traffic resulting from events of a maximum of 300 people requires any specific management, or restrictions on when this can occur. Assuming an average of 2 people per car, potentially there will be a parking demand of 150 cars, and 150 vehicle trips before and then after the event. The surrounding streets may be busier for short periods of time as a result of this, but this would be like any other busy town centre environment, or other Council venues that cater for similar sized groups of people. Effects will likely be localised, unlikely to create any network wide effects, and will likely have minimal impact on the bus routes given that it will only be for short periods of time. It is also unlikely that there will be demand for regular

capacity events (300 people) at the MRC. Smaller events will be more common, which will have less noticeable effects.

Russell Brandon

Principal Transportation Engineer

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29 June 2020

Erin Taylor
Kāinga Ora – Homes and Communities

By email: erin.taylor@kaingaora.govt.nz

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E. info@stylesgroup.co.nz
W. www.stylesgroup.co.nz
Saatchi & Saatchi Building,
L2, 125 The Strand, Parnell
PO Box 37857, Parnell,
Auckland 1151

Dear Erin,

9 Boundary Road, Hobsonville Point – Section 92 response

Introduction

Further to your request, Styles Group has prepared this response to the acoustics matters raised by Auckland Council in their email to Harrison Grierson dated 25 May 2020 (*RE: MRC 9 Boundary Road (BUN60349871) - Section 92 Response*).

Acoustics matters raised by Auckland Council

The relevant section of the Auckland Council request for further information is reproduced below.

17.0 Noise

1. Section 2.3 of the Assessment of Noise Effects identifies hours of operation for the upstairs function area of the proposed building. This is new information not included elsewhere in the AEE. Please confirm whether this forms part of the proposal.
2. It is also noted that the model used to predict construction noise levels at receivers (including the recently consented Yacht Club Apartments) only modelled up to 3 levels in height from the ground floor with highest predicted noise level of 70 dB at 7m above ground (representing 2nd floor) for Yacht Club Apartments. However this apartment block will be 5 stories high, and predictions at 3rd floor and above could be 1-2 dB higher in which case AUP limits specified in standard E25.6.27 (1) and table E25.6.27.1 could be exceeded, thus triggering consent under Rule E25.4.1(A2). However this will only be the case if the Yacht Club apartments are constructed and occupied prior to construction commencing on the MRC.

It is recommended that a conservative approach is taken and that consent is applied for. It is noted that the infringement is considered acceptable and while acoustic screening will do little to mitigate noise effects, it is considered that further mitigation measures are available that could be written into a construction noise management plan (such as operating at times when residents are not sleeping, i.e after 9am for particularly noisy works such as piling and regular communications and notification of particular works.

Please confirm whether you wish to apply for this infringement.

Response

1. We understand this matter is being addressed by Harrison Grierson.
2. The highest noise level predictions at 1 m from the façade of all floors of the Yacht Club building are displayed in the below table.

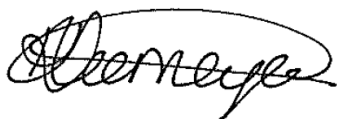
Floor of building	Predicted noise level in accordance with NZS 6803:1999
G	67 dB L _{Aeq}
1	68 dB L _{Aeq}
2	70 dB L _{Aeq}
3	70 dB L _{Aeq}
4	70 dB L _{Aeq}
5	67 dB L _{Aeq}

The above noise levels predictions have been calculated in our model based on the worst case scenario of the piling works being in the closest part of the site. They take into account the screening provided by the proposed 2 m high acoustic barrier specified in our assessment.

All construction works can comply with the permitted noise limits specified in AUP Standard E25.6.27 at all receivers. We do not consider that an application for an infringement of the noise limits in Chapter E25 of the AUP or a Construction Noise and Vibration Plan are necessary for this project.

Please contact me if you require any further information.

Yours sincerely,



Kelly Leemeyer, MASNZ
Consultant

Wed 29/01/2020 9:37 AM

Jackie Layt

Proposal for a Marine Recreation Centre and Public Water Access in Catalina Bay

To

Cc Amos Kamo

cc: asykes@annettersykes.com; Tama.Hovel@ahmlaw.nz; mark@fmllawyers.co.nz; mason@phoenixlaw.expert; Bryce@yallthornton.com; gsharrock@brightlaw.nz; sidan.warren@mccavillewis.co.nz; yennifer@brathwaitemall.co.nz; Justine@oceanlaw.co.nz; gharrock@brightlaw.nz; yahukwa@corbarrevell.co.nz; jamie@kahulegal.co.nz; lisa.chen@chenspalmer.com; Rachel.Devine@minterelison.co.nz; Helen@berrymans.co.nz; justin.graham@chapmantripp.com; tm.castle@stra.co.nz; mike@gdg.co.nz; darrell@tamakilegal.com; charl@anfurychambers.co.nz; Valmaire@wakato.ac.nz; james.brown@ngatai-ki-tamaki.co.nz; yrk999@yahoo.com; info@eoinbeauty.co.nz; chrisdr450@gmail.com; yigby@phoenixlaw.expert; aracet@hamilton@gmail.com; info@tamasho.maori.nz; tomataminimask@yahoo.co.nz; mheteraka@yahoo.com; mbaker@gaatiwhananga.maori.nz; brenda@kaparanga.com; ngarimu@ngatiwhataurangi.com; Lynette.Hoey@gmail.com; admin@otakainitapu.co.nz; chapman.jessie@hotmail.com; yoni.bouchier@gmail.com; eve@oranganulegal.com; tris.macdonald@ngatiwaiwiwi.nz; yihari.takura@gmail.com; robin.taus-gordon@tekawerauwiwi.nz; ngathako-maca@anfurychambers.co.nz; hoori2ey@gmail.com; mahurangi-maca@anfurychambers.co.nz

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1906 HLC DRP UPDATE JUL16.pdf 7 MB MRC CMA letter.pdf 115 KB

SENT ON BEHALF OF AMOS KAMO

Tēnā koutou katoa

We are contacting you as Kāinga Ora are proposing to construct a Marine Recreation Centre and a public water access in Catalina Bay, Hobsonville Point. Please refer to the attached letter and update information.

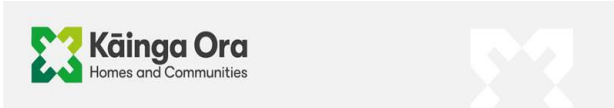
We are writing to you to find out if you have any interest in the proposal as an iwi, hāpu or whanau group with a registered customary interest under the Marine and Coastal Area (Takutai Moana) Act 2011.

We would like to hear your views on the proposal, can you please respond by 14th February 2020, being 15 working days from now. If we do not hear from you within this time frame, we will assume you have no interest in the proposal.

If you have any questions, please feel free to contact Amos Kamo on email: amos.kamo@kaingara.govt.nz or phone 0275454293.

Ngā mihi

Amos Kamo
Poutakawaenga - Programme Lead Development Planning, Māori Outcomes



Amos Kamo

Poutakawaenga DDI: (09) 416 5616
Urban Development Planning Mobile: 027 5454293
Email: amos.kamo@kaingara.govt.nz

Wed 29/01/2020 9:37 AM

Jackie Layt

Proposal for a Marine Recreation Centre and Public Water Access in Catalina Bay

To

Cc Amos Kamo

cc: mai.chen@chenpalmer.com; Rachel.Devine@minterelison.co.nz; Helen@berrymans.co.nz; justin.graham@chapmantripp.com; tm.castle@stra.co.nz; mike@gdg.co.nz; darrell@tamakilegal.com; charl@anfurychambers.co.nz; Valmaire@wakato.ac.nz; james.brown@ngatai-ki-tamaki.co.nz; yrk999@yahoo.com; info@eoinbeauty.co.nz; chrisdr450@gmail.com; yigby@phoenixlaw.expert; aracet@hamilton@gmail.com; info@tamasho.maori.nz; tomataminimask@yahoo.co.nz; mheteraka@yahoo.com; mbaker@gaatiwhananga.maori.nz; brenda@kaparanga.com; ngarimu@ngatiwhataurangi.com; Lynette.Hoey@gmail.com; admin@otakainitapu.co.nz; chapman.jessie@hotmail.com; yoni.bouchier@gmail.com; eve@oranganulegal.com; tris.macdonald@ngatiwaiwiwi.nz; yihari.takura@gmail.com; robin.taus-gordon@tekawerauwiwi.nz; ngathako-maca@anfurychambers.co.nz; hoori2ey@gmail.com; mahurangi-maca@anfurychambers.co.nz

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1906 HLC DRP UPDATE JUL16.pdf 7 MB MRC CMA letter.pdf 115 KB

SENT ON BEHALF OF AMOS KAMO

Tēnā koutou katoa

We are contacting you as Kāinga Ora are proposing to construct a Marine Recreation Centre and a public water access in Catalina Bay, Hobsonville Point. Please refer to the attached letter and update information.

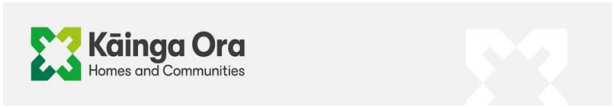
We are writing to you to find out if you have any interest in the proposal as an iwi, hāpu or whanau group with a registered customary interest under the Marine and Coastal Area (Takutai Moana) Act 2011.

We would like to hear your views on the proposal, can you please respond by 14th February 2020, being 15 working days from now. If we do not hear from you within this time frame, we will assume you have no interest in the proposal.

If you have any questions, please feel free to contact Amos Kamo on email: amos.kamo@kaingara.govt.nz or phone 0275454293.

Ngā mihi

Amos Kamo
Poutakawaenga - Programme Lead Development Planning, Māori Outcomes



Amos Kamo

Poutakawaenga DDI: (09) 416 5616
Urban Development Planning Mobile: 027 5454293
Email: amos.kamo@kaingara.govt.nz



Wed 29/01/2020 8:39 PM

Jackie Lay

Proposal for a Marine Recreation Centre and Public Water Access in Catalina Bay

To

Cc Amos Kamo

Bcc mason@phoenixlaw.expert; lee@phoenixlaw.expert; renika.siciliano@mccawlewis.co.nz



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Ngā mihi

Amos Kamo

Poutakawaenga - Programme Lead Development Planning, Māori Outcomes

1st August 2019

To whom it may concern,

PROPOSAL FOR A MARINE RECREATION CENTRE AND PUBLIC WATER ACCESS IN CATALINA BAY

We are contacting you as HLC (2017) Ltd are proposing to construct a Marine Recreation Centre (the 'MRC') and a public water access in Catalina Bay, Hobsonville Point.

The proposed MRC will provide for the needs of a range of users, including but not limited to, the existing Hobsonville Yacht Club and Westlake Boys High School rowing, providing storage space for equipment of users as well as an area to fulfil the social elements of a functioning sports club.

The proposed water access will allow the users of the MRC to launch rowing skiffs and yachts during any tide but will also be accessible for public and recreational users.

Fully land-based options are not able to be accommodated within a practical distance to the water. The most practical option for the MRC is to locate the building partly on land and partly on piles within the Coastal Marine Area (the 'CMA').

For operational requirements, and to ensure that the water access is usable at all tides, the water access will need to extend approximately 70m into the CMA.

I am writing to you to find out if you have any interest in the proposal as an iwi, hapū or whānau group with a registered customary interest under the Marine and Coastal Area (Takutai Moana) Act 2011.

1.0 BACKGROUND

Catalina Bay is as a highly modified coastal reclamation area that has undergone significant transformation over the last 10 years. Previously occupied by the Royal New Zealand Airforce, the area has been transformed into a mixed-use hub including both residential and commercial uses.

In 2010, HLC secured a range of coastal permits to redevelop the area, which included a public ferry wharf, marina, boardwalks, dredging and superyacht launching facilities to support a marine industry precinct in Hobsonville Point.

Since 2010, some of the permits have been implemented, including the coastal boardwalk and public ferry wharf, but the superyacht launching facility and marina are no longer required in the area.

2.0 PROPOSAL

MARINE RECREATION CENTRE

HLC are proposing to build the MRC to the east of Boundary Road and south of the roundabout at the end of Launch Road.

As shown in the **attached** drawings, the proposed building is two storeys, with the roof form sloping down towards to water to follow the natural contours of the land. The bulk of the building will be focused towards the landward side. The building has been designed to minimise impact in the CMA where possible, including concrete beams and cantilevered edge to reduce the number of piles required.

The slope of the hill and the vegetation behind the MRC will remain visible from the water.

The building will utilise a colour palette consistent with the natural landscape and vegetation in the area.

The MRC will provide a space for its users to store both rowing skiffs and sailing boats on the ground floor. The first floor will contain meeting rooms and a community room/social area that flows onto a sea-facing deck. The intent of the first floor area is to be open for hire to the wider community as well, not just members of the MRC.

PUBLIC WATER ACCESS

The proposed water access will consist of a 4-metre-wide timber jetty that extends 42 metres out from the Launch Road roundabout. A 3-metre-wide aluminium gangway will extend from the end of the jetty for a further 28 metres providing access to a floating concrete pontoon. The pontoon will be held in place by timber piles wrapped in HDPE sleeves.

The water access will allow for the users of the MRC to launch rowing skiffs and small yachts, as well as providing public access to the water during any tide.

HLC will implement the dredging permit that was obtained in 2010 to allow for this access to function during all tides.

3.0 SUMMARY

We would like to hear your views on the proposal and any inputs you would like to have before proceeding further.

We are happy to arrange for further information to be forwarded to you or for a time to go out and walk over the site if you wish.

Please respond by **21st August 2019** being 15 working days from now. If we do not hear from you within this time frame, we will assume you have no interest in the proposal.

If you have any questions, feel free to ask me. My email address amos.kamo@hlc.co.nz and my phone number is 0275454293.

Yours sincerely

HLC(2017) Ltd



Amos Kamo