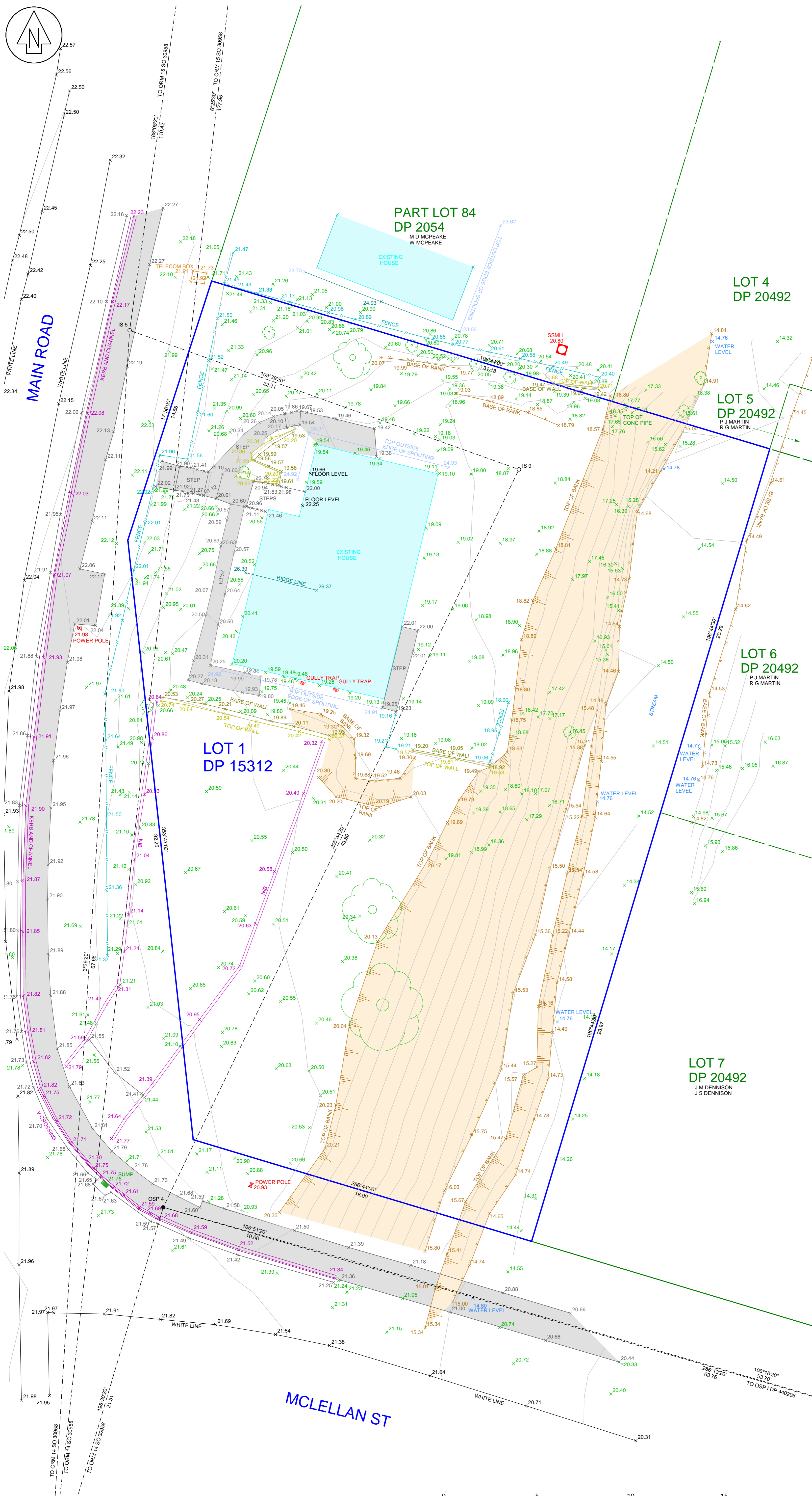


Attachment 4:
Topographical Survey

NO	REVISION	BY	DATE
A	FIRST ISSUE		



Topographical Survey Work
Contours have been interpolated from surveyed spot heights. Accuracy will vary depending on proximity to the spot heights used to derive the contour.

Retaining walls either on or very close to a boundary can affect the assessment of ground level at the boundary. Care must be taken when assessing ground level at the boundary for the determination of building recession planes.

Any interpolation of the surveyed data is made entirely at the risk of the person making that interpolation.

If the specific position or height of any wall, building or structure is critical to the design then its accuracy must be confirmed by SHL before it can be relied upon.

Existing Services
Whilst reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during the survey.

Remaining services detail is plotted from Council and supply authorities as built records, the accuracy of which can vary considerably. If the location of any underground service is critical to design, then it will be necessary to expose it so that its position can be reliably measured.

COORDINATE DATUM - WELLINGTON 2000
HEIGHT ARE IN TERMS OF MEAN SEA LEVEL

ORIGIN OF LEVELS
- MARK NAME ORM 14 SO30958
- REDUCED LEVEL 21.52



Level 10 - 57 Willis Street
PO Box 588 Wellington New Zealand
(04) 472-2261 www.spencerholmes.co.nz

CLIENT
292 MAIN ROAD LTD

PROJECT
292 MAIN ROAD TAWA

DRAWING TITLE
TOPOGRAPHICAL SURVEY

DESIGN CONSULTANT

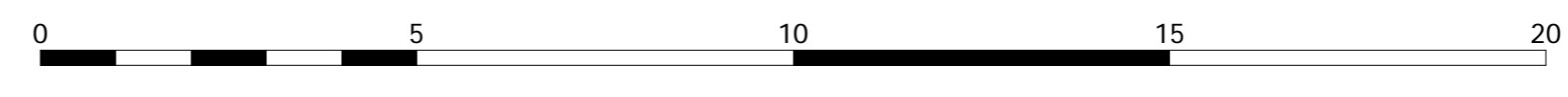
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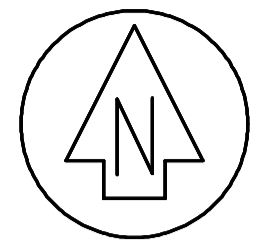
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□ DRAWN SAJ □ FB
□ CHECKED SJC □ DATE 19/03/2021

SCALE
1 : 100 AT

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S21-0167-T1 REV
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RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE



NO	REVISION	BY	DATE
A	FIRST ISSUE		

Topographical Survey Work
 Contours have been interpolated from surveyed spot heights. Accuracy will vary depending on proximity to the spot heights used to derive the contour.

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COORDINATE DATUM - WELLINGTON 2000
 HEIGHT ARE IN TERMS OF MEAN SEA LEVEL

ORIGIN OF LEVELS
 - MARK NAME ORM 14 SO30958
 - REDUCED LEVEL 21.52



Level 10 · 57 Willis Street
 PO Box 588 Wellington New Zealand
 (04) 472-2261 www.spencerholmes.co.nz

CLIENT
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PROJECT
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 TAWA

DRAWING TITLE
 TOPOGRAPHICAL
 SURVEY VS
 PROPOSED BLDG

DESIGN CONSULTANT
 ARCHAUS

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<input type="checkbox"/> DRAWN CPD	<input type="checkbox"/> DATE	
<input type="checkbox"/> CHECKED ITL	<input type="checkbox"/> DATE	
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DRAWING NUMBER		REV
S21-0167-T2		A



RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

Attachment 5:
Geotechnical Report (ENGEO)



ENGEO

Geotechnical Report (Resource Consent)

292 Main Road
Tawa
Wellington

Submitted to:

292 Main Road Limited
PO Box 12598
Thorndon
Wellington 6144

ENGEO Limited

Plimmer Towers, Level 18, 2-6 Gilmer Terrace,
Wellington 6011, New Zealand

PO Box 25 047, Wellington 6140, New Zealand

Tel +64 4 472 0820

www.engeo.co.nz

30.03.2021

18501.000.001_01



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Table 1: Summary of ground conditions nearby the site

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Figure 1: Site Plan

Figure 2: Historical Photographs (Retrolens)

Figure 3: Flood Hazard Map (GWRC)

ENGEO Document Control:

Report Title	Geotechnical Report (Resource Consent) - 292 Main Road, Tawa			
Project No.	18501.000.001	Doc ID	01	
Client	292 Main Road Limited	Client Contact	Alex Khera	
Distribution (PDF)	Alex Khera			
Date	Revision Details/Status	Author	Reviewer	WP
30/03/2021	Issued to Client	EZ/SC	AR	JT

1 Introduction

ENGEO Ltd was requested by 292 Main Road Limited to provide a geotechnical report for the property at 292 Main Road, Tawa, Wellington. The purpose of this assessment was to support the resource consent application for a proposed multi-storey residential development. This work has been carried out in accordance with our signed agreement dated 22 March 2021.

Our scope of works for the resource consent stage included the following:

- Review of published geotechnical and geological information relevant to the site.
- Produce a geotechnical desktop study report detailing any natural features that may adversely affect the development site and comments on the site risks referencing Section 106 of the Resource Management Act.

2 Site Description

The site at 292 Main Road is located on relatively flat lying land near the intersection of Main Road and McLellan Road in Tawa, Wellington. The site consists of an existing dwelling adjacent to the Porirua Stream running along the eastern boundary of the site, as shown in Figure 1.

Figure 1: Site Plan



3 Desktop Study

3.1 Published Geology

A review of published sources of relevant geological information (Begg and Johnston, 2000) indicates that the site is underlain by alluvial deposits consisting of well sorted floodplain gravels. The alluvial deposits are underlain by Rakaia terrane of the Torlesse supergroup consisting of grey sandstone-mudstone sequences and poorly bedded sandstone, commonly termed the “Wellington Greywacke”.

3.2 Nearby Investigation

A review of the NZGD published information has shown a geotechnical investigation on McLellan Street, adjacent to the site. This investigation comprised two machine boreholes to a maximum depth of 15.5 m at the locations shown in Figure 1. The results of the investigation are summarized in Table 1.

Table 1: Summary of Ground Conditions Nearby the Site

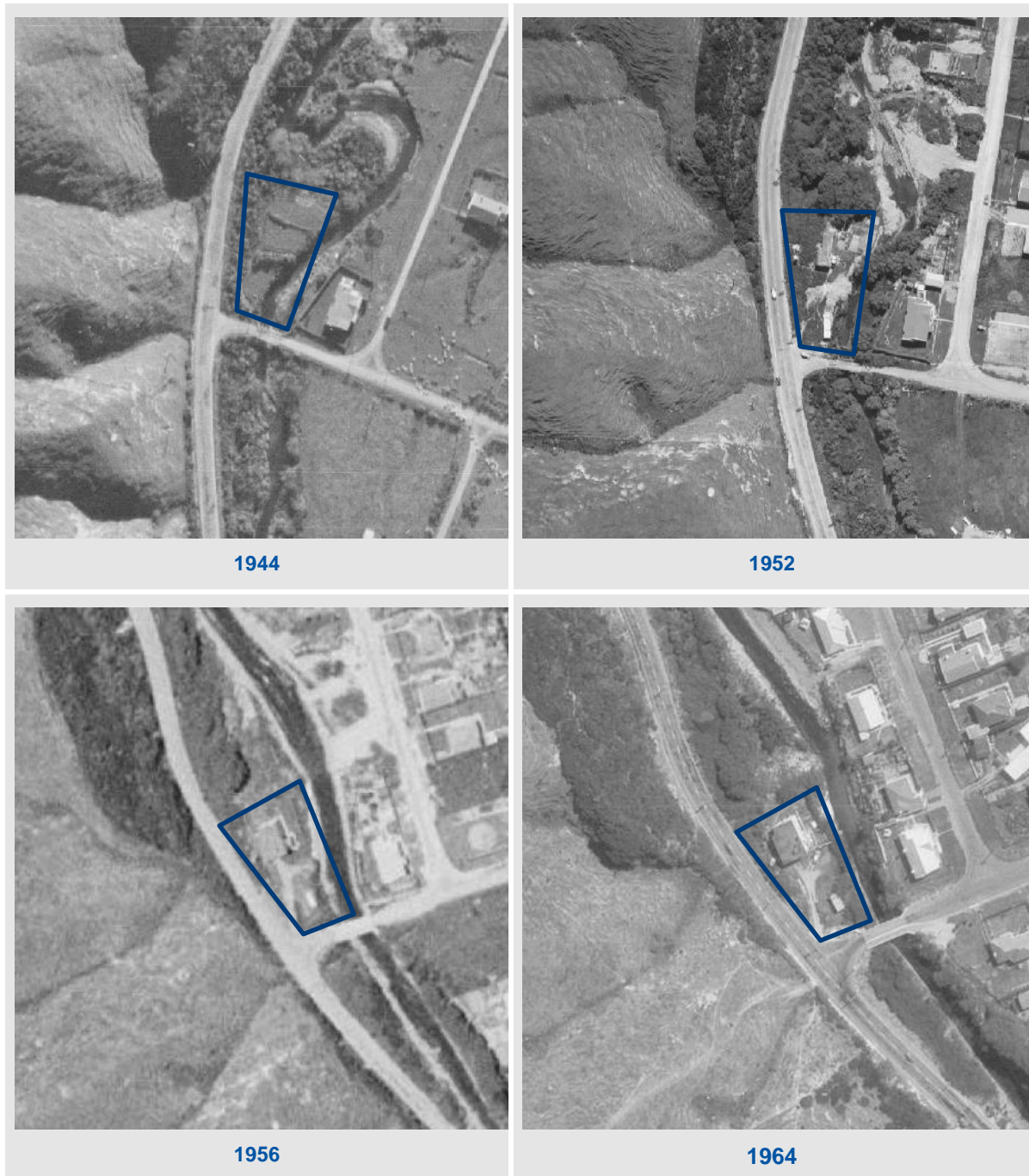
Material Type	Description	Thickness in BH-01 (m)	Thickness in BH-02 (m)
Holocene Alluvium	SILT	3	3
	Medium dense to very dense GRAVEL	5.7	2.5
Torlesse Rakaia Terrane	Highly weathered, weak ROCK	6.8+	5.6+

The groundwater level was measured in BH01 and BH02 to be 3.18 m and 3.0 m below the existing ground level, respectively.

3.3 Historical Photographs

Based on historical photographs obtained from Retrolens, shown in Figure 2, the following observations have been made:

- Construction of the existing house took place between 1952 and 1956.
- The meander of the river, particularly to the north of the site, has been altered significantly between 1944 and 1952.

Figure 2: Historical Photographs (Retrolens)

4 Potential Natural Hazards

4.1 Seismic Hazard

The site is located within 20 km of the following active faults (as mapped by GNS Science):

- Approximately 900 m southeast of the Ohariu Fault.
- Approximately 2.4 km northwest of the Moonshine Fault.

- Approximately 7.7 km northwest of the Wellington Fault.
- Approximately 10 km south of the Pukerua Fault.
- Approximately 12 km northeast of the Shepherds Gully Fault.
- Approximately 13 km north of the Aotea Fault.
- Approximately 15 km west of the Akatarawa Fault.
- Approximately 15 km west of Whitemans Valley Fault.
- Approximately 17 km north of the Evans Bay Fault.
- Approximately 17 km northeast of the Terawhiti Fault.

The Greater Wellington Regional Council hazard maps indicate that the area has a moderate combined earthquake hazard rating. This is derived from a low to moderate ground shaking hazard, low liquefaction potential and low slope failure risk. It should be noted that these maps are regional in nature and the hazard potential indicated on the maps does not necessarily apply to any specific site.

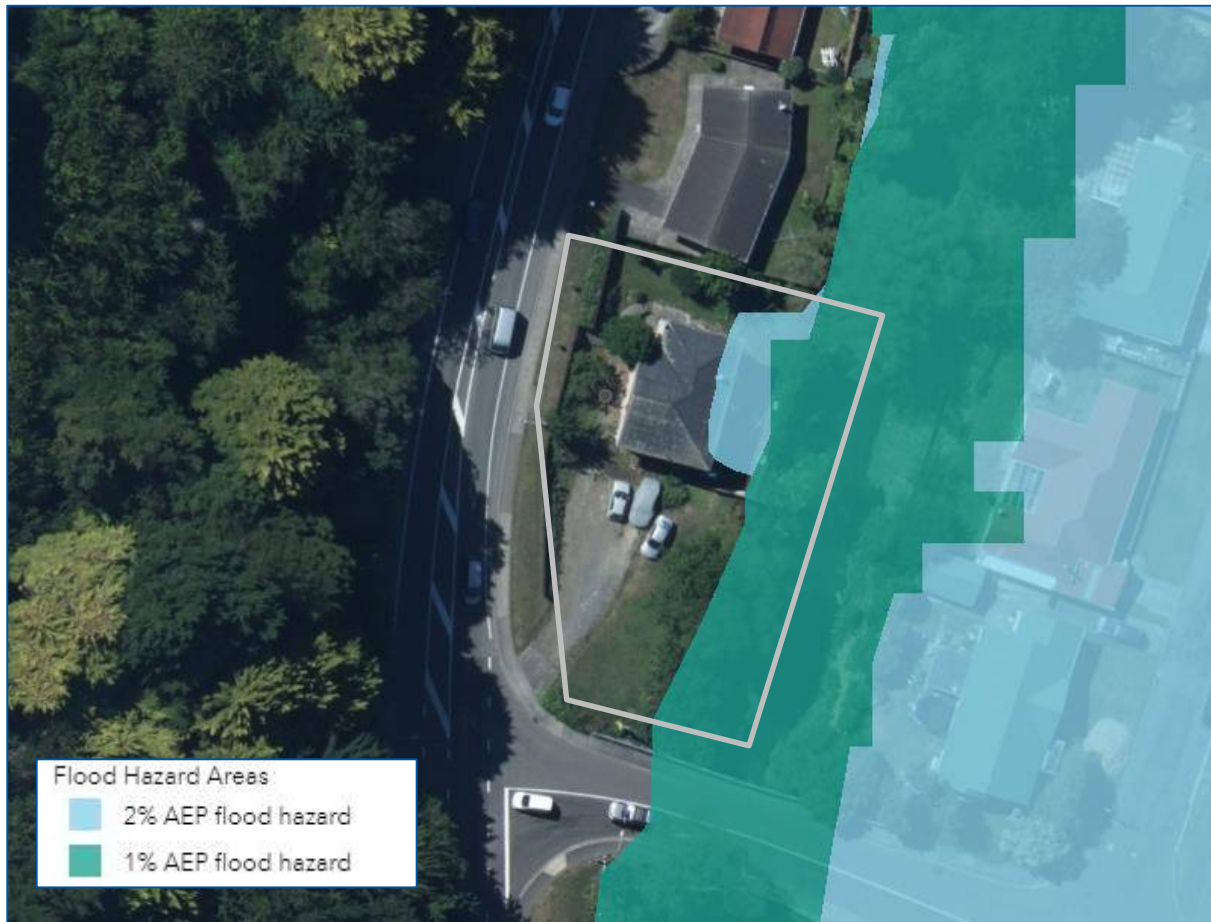
The potential for liquefaction will be assessed in further detail during the building consent stage, after site specific testing has been undertaken. Later spread could occur as a consequence to liquefaction and this will be assessed further in the design stage.

4.2 Slope Instability

At this stage, we do not have final plans showing the location of the proposed building and we are not aware of the batter angle of the slope or the material that comprises the slope. During the building consent stage, this slope shall be assessed by a geo-engineering professional to determine if a slope stability analysis is required. This assessment should take into consideration the likelihood of scour at the base of the slope due to the presence of the Porirua Stream.

4.3 Flooding

As shown in Figure 3, a portion of the site near the Porirua Stream lies within the 1% and 2% AEP (Annual Exceedance Probability) flood hazard areas. The proposed development should take into consideration this likelihood of flooding, via either an appropriate setback distance or specific engineering design.

Figure 3: Flood Hazard Map (GWRC)

5 Conclusions and Future Work

In summary, if the potential natural hazards discussed in Section 4 are considered during the building consent stage, then we see no geotechnical reason why the proposed development cannot be successfully engineered and constructed.

Further geotechnical works during the building consent stage include site specific testing to provide geotechnical data used in foundation and settlement analysis, liquefaction and lateral spread assessment, and a slope stability analysis of the eastern slope towards the stream (if required).

It is likely that a piled foundation system socketed in bedrock will mitigate the liquefaction and lateral spread hazard / consequences (if identified). If the liquefaction risk was assessed as low, then a shallow foundation system could be possible.

For the earthworks, temporary support or retaining will be required at some locations adjacent to the site boundaries.

6 Limitations

- i. We have prepared this report in accordance with the brief as provided. This report has been prepared for the use of our client, 292 Main Road Limited, their professional advisers and the relevant Territorial Authorities in relation to the specified project brief described in this report. No liability is accepted for the use of any part of the report for any other purpose or by any other person or entity.
- ii. The recommendations in this report are based on the ground conditions indicated from published sources, site assessments and subsurface investigations described in this report based on accepted normal methods of site investigations. Only a limited amount of information has been collected to meet the specific financial and technical requirements of the client's brief and this report does not purport to completely describe all the site characteristics and properties. The nature and continuity of the ground between test locations has been inferred using experience and judgement and it should be appreciated that actual conditions could vary from the assumed model.
- iii. Subsurface conditions relevant to construction works should be assessed by contractors who can make their own interpretation of the factual data provided. They should perform any additional tests as necessary for their own purposes.
- iv. This Limitation should be read in conjunction with the Engineering NZ/ACENZ Standard Terms of Engagement.
- v. This report is not to be reproduced either wholly or in part without our prior written permission.

We trust that this information meets your current requirements. Please do not hesitate to contact the undersigned on (04) 472 0820 if you require any further information.

Report prepared by



Erin Zimmerman

Geotechnical Engineer



Stephanie Churfane

Senior Geotechnical Engineer

Report reviewed by



Ayoub Rimani, CMEngNZ (CPEng)

Associate Geotechnical Engineer

Attachment 6:
Flooding Report (ENGEO)

4 October 2021

292 Main Road Limited
PO Box 12598
Thorndon
Wellington 6144

Attn: Alex Khera

Dear Alex

RE: Flood Assessment Report - 292 Main Road, Tawa, Wellington
(Our Reference: 18501.000.001_02)

1 Introduction

ENGEO Ltd was requested by 292 Main Road Limited to undertake a flood assessment report of the property at 292 Main Road, Tawa, Wellington. This work has been carried out in accordance with our signed agreement dated 13 September 2021. The purpose of this analysis was to assess the flood extents of Porirua Stream at the property and its effect on the proposed building development.

We have previously undertaken a geotechnical report, to assist with the resource consent application for the proposed development at 292 Main Road, Tawa (dated 3 March 2021). The desktop study in that report highlighted that the site lies within the 1% and 2% AEP (Annual Exceedance Probability) flood hazard areas according to the GWRC (Greater Wellington Regional Council) flood hazard maps. This prompted the requirement for this flood assessment report.

2 Hydraulic Analysis

A hydraulic analysis was performed using the Hydraulic Engineering Center River Analysis System (HEC-RAS) Version 5.0.5 computer program published by the United States Army Corps of Engineers (USACE). HEC-RAS performs one-dimensional hydraulic analyses for natural channels to calculate water surface profiles and velocities in steady, gradually varied flow conditions. The basic HEC-RAS computational procedure is based on the solution of the one-dimensional energy equation. Energy losses consist of friction losses based on Manning's equation.

2.1 Inputs and Assumptions

The following information was used to inform our HEC-RAS model:

- The client provided us with survey information by Spencer Holmes, titled S21-0167-T1 and dated March 19 2021. This data was used for the cross-sectional geometries of Porirua Stream. The cross-section data was georeferenced from GIS into the HEC-RAS geometry editor.

- Using the survey data, we produced nine cross-sections for the reach to input into HEC-RAS. Eight of these cross sections (labelled 92-99) are located within the property of 292 Main Road Tawa, with a ninth cross section (labelled 100) upstream of the site. Cross section locations are shown on Figure 1 in Appendix 1.
- The survey data provided did not cover the right bank (looking downstream) of the stream for the whole length of the reach. We therefore made the following assumptions to fill in this data gap in the model:
 - The property of 1 Nathan Street has a flat housing platform with an elevation of 21 m above mean sea level and the property of 3 Nathan Street has a flat housing platform with an elevation of 20 m above mean sea level.
 - The distance between top of left bank and top of right bank is a consistent distance of 16.3 m throughout the assessed reach.
- There is a bridge between the most upstream cross section (100) and the remainder of the reach assessed. This was not taken into account in our model.
- A 100-year recurrence interval steady-state peak hydrologic flow rate of 92 m³/sec was input at the furthest upstream cross section of the model. This value was sourced from a study undertaken in 2008 by Opus International Consultants Limited, for the purpose of a feasibility study of a walkway along the stream. The Opus report sourced this value using data from a GWRC gauging station. This gauging station has been in operation since 1965 and is located approximately 1 km upstream from the Porirua Harbour. The site at 292 Main Road, Tawa, is located approximately 3 km upstream from this gauging station. It is worth noting that there is a tributary stream (Mitchell Stream) that flows into Porirua Stream between our site and the gauging station, so the flow rate used is likely conservative.
- The value of the Manning's roughness coefficient (*n*) establishes frictional resistance in the channel and is thus related to the modelling of channel velocity and water surface profile by the HEC-RAS program. In accordance with Table 3.1 of the USACE HEC-RAS Hydraulic Manual (USACE, 2016), an '*n*' value was selected that corresponds to the hydraulic roughness created by vegetation and other factors encountered throughout the study reach. This value is based on recommended minimum and maximum values developed for a variety of vegetative and morphological conditions similar to those found in the channel. The following table summarizes the use of the coefficient in the modelling based on visual observations of the current channel and overbank conditions.

Table 1: Manning's Roughness Coefficient Values

Location	Manning's Value "n"	Description
Channel	0.035	Clean, straight channel, some stones and weeds, no rifts or deep pools
Overbank	0.045	Medium to dense brush

- The hydraulic model is based on 'normal depth' boundary conditions, whereby HEC-RAS calculates an initial water surface profile based on the bed slope of the creek. An estimated bed slope of 1% was used as the boundary condition at the furthest downstream cross section, and the model run under a subcritical flow regime. Dimensionless channel expansion and contraction energy losses were computed using an expansion coefficient of 0.3 and a contraction coefficient of 0.1.

2.2 Results

The model estimates that the 100-year recurrence interval water surface elevation is between 16.8 m and 19.3 m, with an average elevation of 17.9 m above mean sea level. Since the top of the left bank (looking downstream) on the property of 292 Main Road has an elevation between 18.9 m and 20.4 m above mean sea level, our analysis shows that the 100-year recurrence interval flow event will be contained within the top of bank.

The extents of the 100-year recurrence interval flood hazard based on our modelling is shown on Figure 1 in Appendix 1. An example of the HEC-RAS output for Cross Section 94 is shown in Appendix 2.

3 Conclusions

We understand the Wellington City Council (WCC) generally requires residential building floor levels to be above predicted flood levels in the 1 in 100 year flood event. Considering this and our flood modelling results, we recommend all potential development on the site should be founded at or above the top of bank elevation.

The development should comply with the requirements of the relevant district plan and any resource consent conditions issued.

4 Limitations

- i. We have prepared this report in accordance with the brief as provided. This report has been prepared for the use of our client, 292 Main Road Limited, their professional advisers and the relevant Territorial Authorities in relation to the specified project brief described in this report. No liability is accepted for the use of any part of the report for any other purpose or by any other person or entity.
- ii. The recommendations in this report are based on the ground and stream conditions indicated from published sources, site assessments and subsurface investigations described in this report based on accepted normal methods of site investigations. Only a limited amount of information has been collected to meet the specific financial and technical requirements of the Client's brief and this report does not purport to completely describe all the site characteristics and properties. The nature and continuity of the ground between test locations has been inferred using experience and judgement and it should be appreciated that actual conditions could vary from the assumed model.
- iii. This Limitation should be read in conjunction with the Engineering NZ / ACENZ Standard Terms of Engagement.
- iv. This report is not to be reproduced either wholly or in part without our prior written permission.

We trust that this information meets your current requirements. Please do not hesitate to contact the undersigned on (04) 472 0820 if you require any further information.

Report prepared by



Georgia Crisp

Geotechnical Engineer



Gabriela Staehle

Environmental Engineer

Report reviewed by



Jonathan Buck

Principal Engineer, California



Ayoub Riman, CMEngNZ (CPEng)

Associate Geotechnical Engineer



APPENDIX 1

Flood Hazard 100-Year Event Plan



- Legend**
- 100-yr Predicted Water Surface Extent
 - Top of Bank
 - - - HEC-RAS Cross Section Locations
 - Site Boundary

0 5 m 10 m

© Nearmaps

ENGEO

Produced by **Datanest.earth**

Title: Flood Hazard 100-year Event Plan

Client: 292 Main Road, Tawa

Project: 292 Main Road, Tawa

Drawn: GRC

Figure No: 1

Date: 30-09-2021

Checked: JB

Size: A3

Proj No: 18501

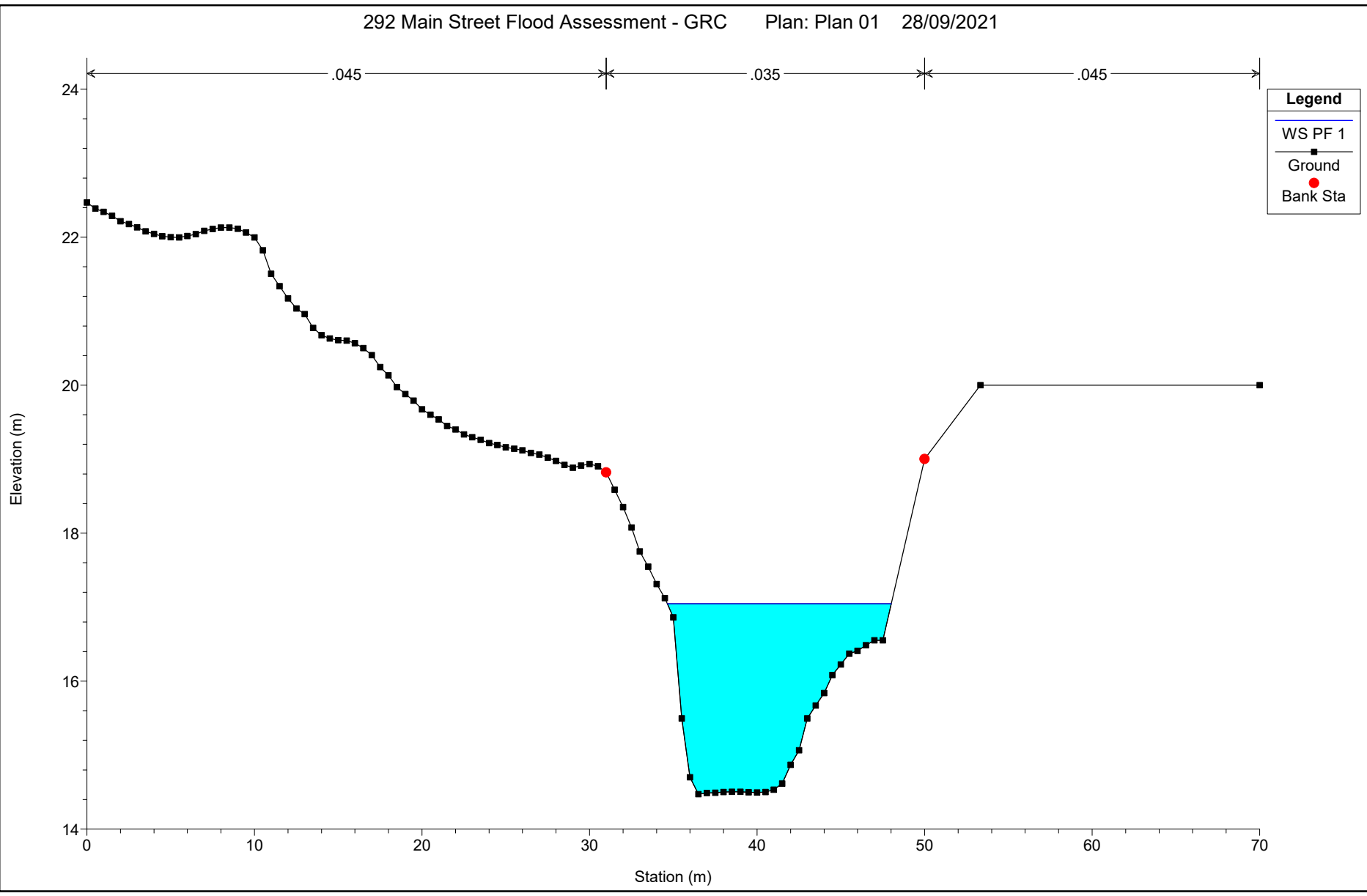
Scale: 1:500

Version: 1.0

APPENDIX 2

Example HEC-RAS Output

292 Main Street Flood Assessment - GRC Plan: Plan 01 28/09/2021



Attachment 7:

Traffic Report (Traffic Concepts)



PO Box 3737
Richmond 7050
Tasman District
M +64 (0) 21 243 1233
E: gary@tcl.kiwi

28 November 2021

Ref: 0919

Ian Leary
Spencer Holmes Limited
PO Box 588
Wellington 6011

Dear Ian

**Residential Development: 292 Main Road Tawa, Tawa, Wellington City
Parking Report**

Following on from our discussions, my site visits and analysis of the proposal, I have completed my assessment of the parking environment in the vicinity of the proposed development to construct a multi-unit development at 292 Main Road Tawa, Tawa in Wellington City.

The development consists of the demolition of the existing houses and the construction of an apartment block with 24 units. There is an off-street loading area provided along with on-site rubbish storage. The development will provide no on-site parking with all residents needing to park on the adjacent road network should they own a vehicle.

1. Site Location and Description

The site is located at 292 Main Road Tawa in Wellington City. Main Road Tawa forms part of the strategic road network connecting Porirua with Tawa and to the south and Wellington Central.

Figure 1 shows the site location and the surrounding road network.



Figure 1: Site Location and Road Network (Source: Wellington Webmap)

As shown the site is located on the corner of Main Road Tawa and McLellan Street. Main Road Tawa is a bus route with a bus stop outside the development site. The Linden train station is located around 450 metres to the east of the development site.

The posted speed limit is 50 km/h with no parking restrictions in the vicinity of the development site.

The intersection of Main Road Tawa and McLellan Street is controlled by give way signs with Main Road Tawa having priority. There is a right turn bay on Main Road Tawa to provide a safe waiting area for right turning traffic into McLellan Street.

The site is well located to take advantage of various transport alternatives including walking, cycling, bus and train services.

The Wellington Urban Motorway is located nearby with the new interchange at Kenepuru providing excellent connections to the north and south.

There are multiple employment opportunities located nearby including Porirua City centre, North City Mall, Porirua Hospital, Tawa main shops and other nearby industrial and commercial activities. Most of the land uses in the immediate vicinity of the development site are residential.

Figure 2 shows the adjacent road network and development site.



Figure 2: Site Layout (Source: Wellington Maps)

As shown, there is an existing house on the site with a vehicle access awkwardly located on the corner.

Main Road Tawa is around 10.5 metres wide with a footpath along both sides of the road. The road is marked with edge lines and a flush median. There is kerb and channel along both sides of the road. There are bus stops on both sides of the road next to the development site. Parking is available on both sides of the road.

There is a pedestrian crossing over Main Road Tawa just south of the McLellan Street intersection.

McLellan Street is around seven metres wide with a bridge crossing a stream that also runs along the eastern boundary of the development site. There are footpaths along both sides of the road. McLellan Street widens to around 8.5 metres to the east of the bridge. Parking is available on both sides of the road.

Nathan Street is located nearby which is around seven metres wide with a footpath along the eastern side of the road.

All of the nearby residential properties provide off-street parking for at least one vehicle.

2. Proposed Development

The proposed development consists of constructing a new apartment building with 24 units.

Figure 3 shows the 3D image of the development.



Figure 3: Proposed Apartment building (Source: Archaus)

There will be no on-site parking for the new tenants of the building. All of the units are two bedrooms.

Figure 4 shows the site layout for the new building.



Figure 4: Site Layout. (Source: Archaus)

The existing vehicle crossing will be removed. A new vehicle crossing to provide access to the on-site loading and rubbish area is provided on the northern part of the development site. This crossing will be six metres wide.

The new building will not affect sight lines for vehicles exiting McLellan Street.

3. Parking Assessment

This section of the report considers the proposed development, analyses the parking environment, and provides an assessment on the impacts of the development. The main area that requires careful consideration relates to the ability of the adjacent road network to accommodate the expected parking demands generated by the development.

3.1. Site Access

As noted above, the access to the site will be located on the northern side of the development site and will be around four metres wide. Visibility splays are provided on each side of the four metre wide driveway. The vehicle crossing has been designed to meet the requirements of the AS/NZS 2890.1 parking standard, which provides guidance on vehicle access to off-street parking areas.

There are complying pedestrian splays provided on each side of the driveway. Pedestrian pathways for the development are separated from the vehicle access.

All redundant vehicle crossings will be removed as part of the development. This is a positive effect with more on-street parking being made available.

Overall, any effects of the site access are considered to be positive.

3.2. Servicing

Waste collection for the development has been designed into the northern part of the site. A vehicle crossing allowing a rubbish truck to move off the road and access the waste area for collection has been provide. The truck will need to reverse onto or off the site. Collection is likely to be in the early morning.

The sight lines along Main Road Tawa are excellent, and no safety issues arise from the truck accessing arrangements.

3.3. Parking Assessment

The proposed development will provide no on-site car parks. Wellington City Council has removed the parking requirements from the District Plan in accordance with the directions contained within the National Policy Statement for Urban Development (NPS-UD).

The parking provision of one space for each dwelling was previously required in the Plan. The NPS-UD is trying to reduce car-based travel and encourage the use of the public

transport services. There are a number of conveniently located services nearby which is consistent with the NPS-UD direction.

The development will provide storage Areas for around 16 bicycles with ground floor units having access to internal courtyards. While there is no requirement for cycle parking, this provision of bicycles is a positive effect and consistent with the directions in the NPS-UD.

To better understand the effect of development on the on-street parking supply, two elements have been analysed. These elements are the availability of parking (supply) and the expected parking demand created by residents.

Parking Supply

The first component is the availability of on-street parking in the vicinity of the development site. A snapshot of the parking demand was observed with photograph surveys at key times to gain an understanding of the existing parking demand.

These surveys were carried out in accordance with guidance provided by Wellington City Council. Surveys during the day and at night for weekdays and the weekend were completed.

The proposed development will have a shortfall of car parking based on the demand of the individual units.

Figure 5 shows the 400 metre walking distance and parking supply area.

The area shows parking areas within a 200-metre walking distance from the site. This is considered to be a reasonable walking distance to car park on the street.

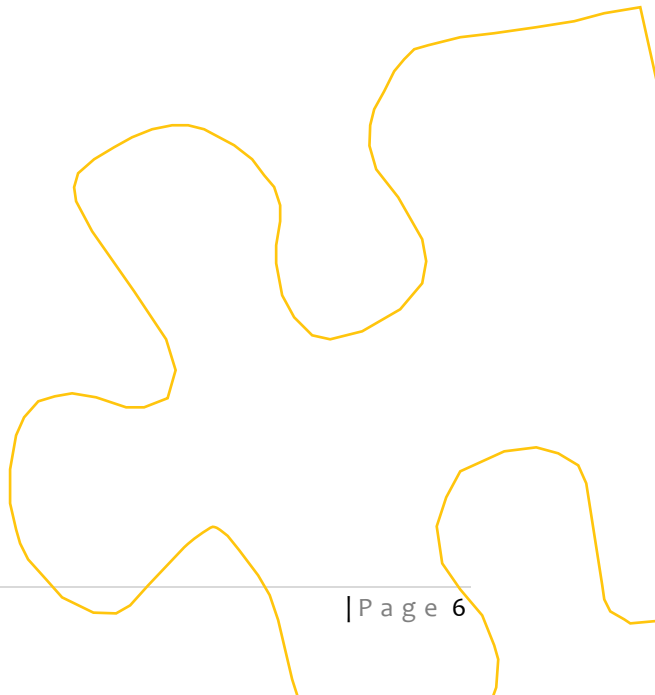




Figure 5: Parking Supply Area. (Source: Wellington Maps)

As shown, the parking area includes parts of Nathan Street, Main Road Tawa and McLellan Street mainly. As noted above the parking demand on all streets in the area is relatively low.

Appended to this report are some photographs of the adjacent roads and the evening parking demand. As shown the on-street demand is very low.

The typical demands for on-street parking in the area was very low with around four vehicles parked on Nathan Street and two vehicles on McLellan Street.

There are at least 60 spaces within 200 metres of the development, excluding possible parking on Main Road Tawa, Luckie Street, Davies Street and Beauchamp Street. Around six to eight of these spaces are used by existing residents in the area of the development. This leaves around 50 spaces free for the development.

Parking Demand

The other component to the assessment of the parking effects is the parking demand that is likely from the development. Census data shows vehicle ownership based on the number of bedrooms. The new units are all two-bedroom apartments and vehicle ownership rates show 0.9 vehicles per two-bedroom dwelling. It was also noted that around 25% of residents with two-bedroom units had no vehicle.

Based on the census data the likely parking demand will be less than 22 spaces (24×0.9). The parking demand could be as low as 16 spaces based on the other information contained within the census data.

There are at least 50 on-street spaces with the development expected to have a parking demand of less than 22 spaces. This will leave at least 28 spaces on the street.

Accordingly, the expected overflow onto the adjacent street network can be accommodated.

There is a public transport service nearby and the location is within a walkable distance of employment and services. Some future residents may not have a car, need a car or are unable to drive a vehicle. Bicycle storage is also provide on the site.

There will be some impacts on the street with the increase in car parking demand for these spaces. The increase in parking is likely to be noticeable, however any effects are considered to be minor and consistent with the expected outcomes on the NPS-UD. The parking demand can be managed within the surrounding road environment where the on-street parking resource is underutilised.

Overall, the increased demand for the on-street spaces is likely to have some effect and is considered to be no more than minor in regard to the safety and efficiency on other road users, using the adjacent road network.

4. Conclusion

The proposed development will provide a high quality residential multi-unit development. It is proposed to provide no on-site car parks and a loading area.

Wellington City Council has followed the direction of the NPS-UD to remove parking requirements from their Plans.

Overflow parking of up to 22 spaces can be accommodated on the adjacent road network where there are more than 60 spaces nearby. Any parking effects from the proposed development are considered to be no more than minor.

Overall, the impacts from the proposed development are able to be managed with any residue effects being less than minor.

We are happy to provide any further clarification if required.

Regards



Gary Clark

Director

NZCE (Civil), REA, MIPENZ, CPEng

DAYTIME PERIOD

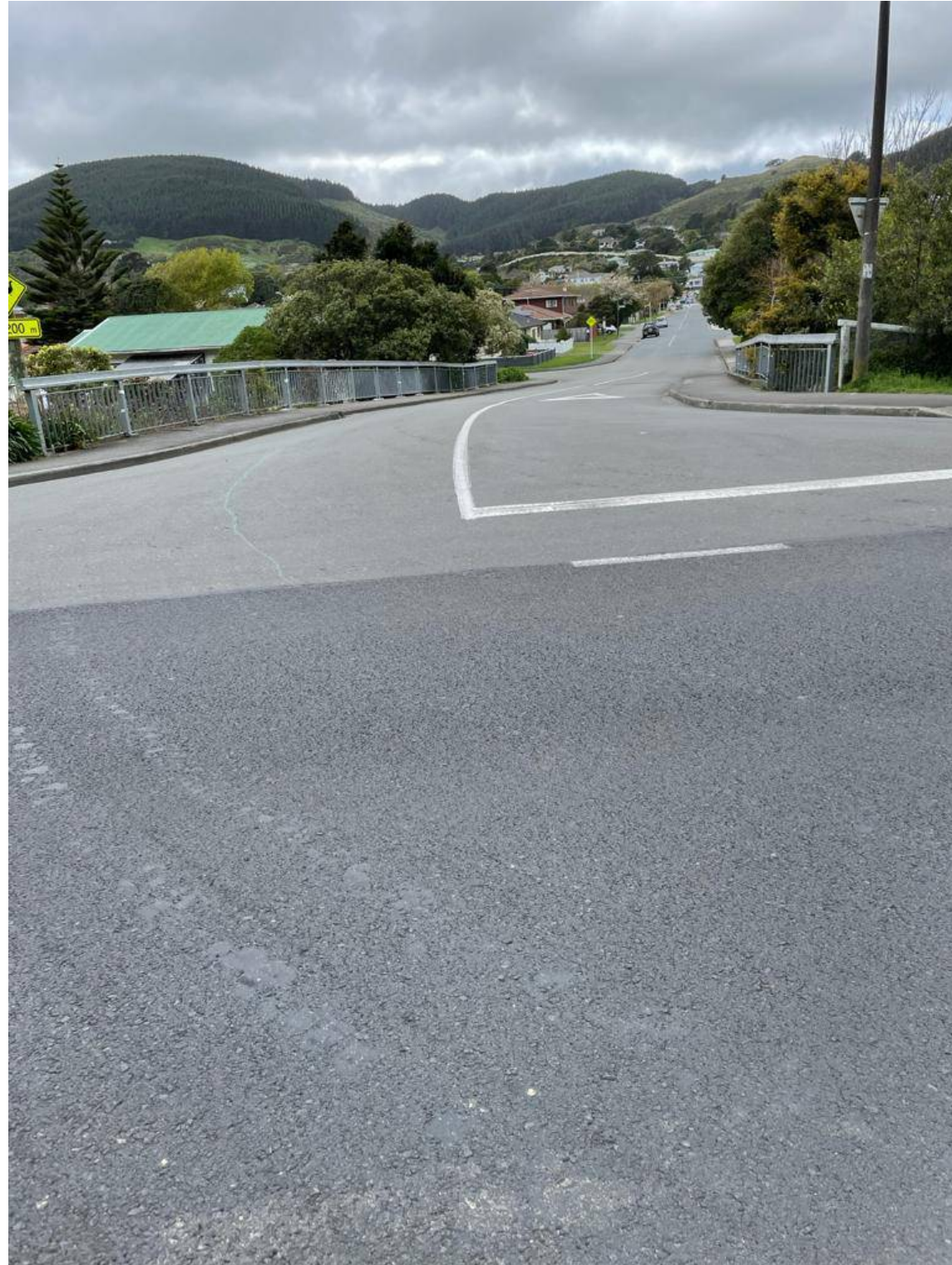
Saturday 2 October 2021 10am



292 Main Road, Tawa

Parking Survey Photographs.





292 Main Road, Tawa
Parking Survey Photographs.

DAYTIME PERIOD

Sunday 3 October 2021 10am



292 Main Road, Tawa

Parking Survey Photographs.





292 Main Road, Tawa
Parking Survey Photographs.

EVENING PERIOD

Wednesday 6 October 2021 8pm



292 Main Road, Tawa

Parking Survey Photographs.

EVENING PERIOD

Wednesday 6 October 2021 8pm)



292 Main Road, Tawa

Parking Survey Photographs.

Attachment 8:
Landscape Plan (Local)

Main Road Tawa: Landscape Architectural Design Statement

Prepared by Mark Newdick: Director. 05.11.21

BACKGROUND:

Local were engaged in October 2021 to provide landscape architectural design input into scheme developed by Archaus Architects. Our scope covers resolution of the hard landscape including shared pedestrian access points, steps, ramps etc, vehicular access, bin enclosures as well as private yards and decks. We have also provided input into soft landscape management and planting design including the riparian planting and stream edge treatment.

LANDSCAPE CONTEXT:

The development is located on the main road of Tawa but in a relatively under developed stretch of the road with few surrounding buildings on this section of roading. This affords the development a high level of landscape amenity in terms of its setting and outlook.

This amenity is further enhanced by the stream which runs along the eastern façade of the development as well as the relatively large amount of space between it and the houses on the opposite side of the stream. Concern has been raised at the potential for the stream to flood but the level of the land on the opposite side of the stream is 2.5m lower than that of the ground floor level of proposed apartments which would suggest the flood risk is very and is shown by drawing RC06.00/1 of the Archaus RC drawing set.

The existing site landscape is mainly covered by lawn except for some weedy/scrappy willow, sycamore, cherry and blackberry along the stream edge and some agapanthus along the McLellan St edge. On the opposite bank (1+2 Nathan Street), some flax, pohutukawa, pseudopanax and mahoe provide a higher level of amenity and a reference point for planting around the proposed development.

THE PROPOSAL:

1.0 Planting:

The stream management and riparian planting uses native plant species that both perform well in flood conditions and have strong root systems that assist in stabilising the stream edge. Larger pot sizes are proposed so that the plants will thrive immediately after installation and be able to survive in the event of flood. The larger pot sizes will also help to beat out competing existing weeds. The stream planting is split in to two areas, the flood zone and non-flood zone. These zones have been established to differentiate the planting species by their water/flood tolerance.

The already established trees along the stream bank will be kept in place with proposed *Cordyline australis* filling the gaps around them. By using a smaller tree species in this particular area (flood zone), the upper canopy layer will stay light and open. However, at the lower level, densely planting shrub and groundcover species along with the trees above, will provide shade to the low-lying ground condition. This will create a shaded environment for local/native habitats to thrive, establishing greater biodiversity to the area.

The planting to the rest of site takes inspiration from the surrounding area with Pohutakawa's planted along the street garden beds. Semi-mature nursery trees are used on installation to help ground the architecture and soften the impact of the building. This also helps to achieve a human scale to the site.

Aspects that have informed planting selection include:

- Appropriately scaled species to suit available space and mitigate the scale of adjacent buildings;
- Select and place trees to buffer wind;
- Select trees which are known to be neat and tidy so as not to cause trip hazards or falling branches;
- Planting that will be low maintenance and robust enough to tolerate the urban environment and ensure amenity is maintained; and
- Irrigation will not be used so planting will be timed to coincide with the autumn planting season.

Mass planted *Libertia grandiflora* has been used in the gaps between each unit so as not to block sunlight coming into the windows. Mass planting the same species in these strips helps to create a rhythm and symmetry to the site as a whole.

2.0 Public areas:

Beyond providing access to the site, the public entrance space is seen as an important 'bridge' between the proposed architecture and streetscape. As such, tree and shrub placement, the inclusion of seating areas and varied materiality are used to maximise amenity for users passing through this space and looking over them from their apartments.

Wide entry steps leading to the front entrance of the building have been made deliberately wide to activate the space and ensure they are inviting and safe for residents and pedestrians alike. Likewise disabled access is incorporated into the design in the form of concrete ramps at a 1:12 slope with edge and handrail to meet NZ4121:2001. The entry to the ramp sits next to the entry steps and exits next to the entry step exit. This creates a balance between both the steps and ramp and ensures there is no predominant form of access. Having two forms of entry in the stairs and ramp, also provides circulation through the entry area.

With limited exterior space to incorporate vehicular parking, designated areas have been identified for secure bike storage and scooter parking. These areas sit further back from the road edge for security.

The bin storage unit is situated closer to the road edge so that they can be easily manoeuvred to the collection truck. Screening them from the view with timber fencing also keeps the area tidy and doesn't detract from the space.

3.0 Private areas:

In both the eastern and western private exterior space, the outdoor area is seen as an extension of the living area.

3.1 Eastern side private exterior space

Elevated timber decking level to the floor level of the units, affords residents indoor/outdoor flow and helps to provide visually attractive views and a connection to the planted stream bank and stream. The balustrade to the decking is made of the same perforated metal used in the balconies above helping to tie in with the proposed architecture whilst also affording residents glimpses of the stream planting below. Hedge planting at the southern ends of the decks help to create privacy from each unit without losing north facing sunlight. Staggering the heights of the planting from taller species nearer the stream bed to shorter species in front of the decking, creates depth which helps to provide a 'borrowed landscape' for the private exterior space. This is useful when designing in areas with limited outdoor space as the amenity of planting is prevalent, without taking up more usable private space.

3.2 Western side private exterior space

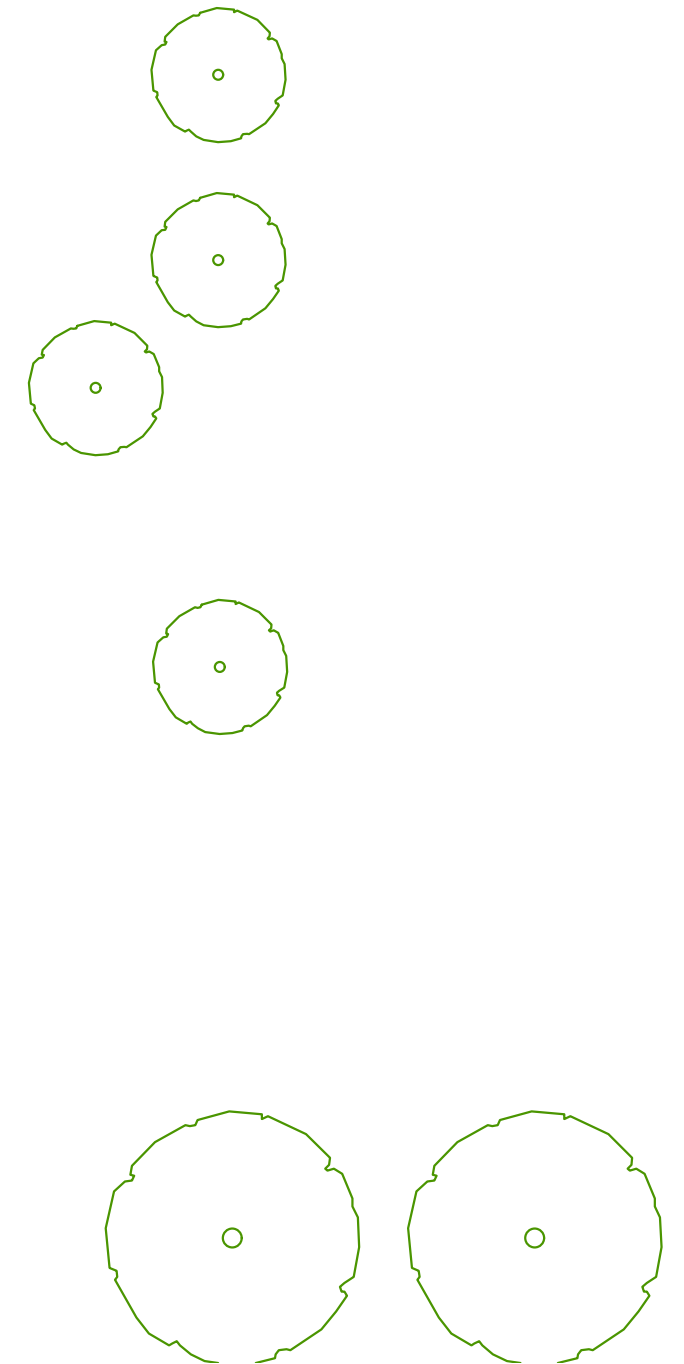
With the exterior space of the ground floor units below road height, it was important that natural light was able to infiltrate the area. By using perforated metal screens atop the concrete block wall, natural light is able to filter through to the space below whilst also achieving all important privacy/screening to the street edge. Again, using perforated metal, helps to tie in to the balconies above which use the same perforated metal as balustrades.

Planting at each end of the outdoor space, also assists in creating a softer visual impact and helps to create a buffer between each unit.

With the two private yards to the west side of the building, (as well as the building entrance) paved in exposed aggregate concrete, strip/perimeter drains are used against the buildings edge. This allows for a close-to flush (20mm height difference) exterior/interior space, which enables a more seamless transition from indoors to outdoors. It also means space is maximised as there is no requirement for steps or ramps.

4.0 Conclusion:

The hard and soft landscape works on the site to maximise the views and amenity of its Riparian edge and local street character. The consideration of usability, privacy and comfort has been at the forefront of design for the private yards, with additional accessibility priorities for the main entry and storage areas.



Do not scale. Verify dimensions on site before commencing work.

A.	Draft.	21.10.21
B.	Resource Consent.	05.11.21

No.	Revision Notes.	Date
Not For Construction		

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North: 

Scale:

1:200 @A3

Issued For: resource consent

Job Number:
2110-1239

Revision:
B

Project:
Main Road Tawa
Drawing Title:
Landscape Masterplan
sheet 1 of 1




level 3, 11 vivian street, wellington, new zealand, 6011

phone: 04 801 6437

www.localcollective.nz

Drawing No:
LA1.01

KEY

+9.26	Existing level (spot height)
+9.2600	Proposed level
+TOW9.26	Top of wall level
	75mm depth twig mulch to garden bed
SE	Spade edge to garden bed / lawn
TE	Timber edge 20mm wide: 20x100mm H4 treated pine timber edge with 50x50x600mm H4 treated pine stakes at max 600mm crs.
NS 	Yard sump: 350x350mm yard sump with HCl heel proof grate. Connect to stormwater. allproof.co.nz
	Strip drain: 200x200mm perimeter drain with HCl heel proof grate. Connect to existing stormwater. allproof.co.nz
INSPECTION AND HOLD POINTS:	
	Landscape Architect to approve the following on site before progressing:
	Planting removal prior to commencement of works
	Mark-out for excavation
	Finished excavation prior to topsoil being added
	String lines for walls, paving, decks, balustrades and steps.
	Excavation of retaining wall footings.
	Steelwork of all retaining.
	Soil prep before delivery of plants. NB, no plants to be delivered to site before all hard landscape is complete and soil prep approved.
	Plants upon delivery and planting locations before holes are dug.

SOFT LANDSCAPE:

Garden bed:
Remove sufficient poor soil to accommodate new compost and mulch. Thoroughly cultivate 50mm depth well rotted compost into top 300mm of site soil. All garden beds shall finish 100mm below adjacent surface levels after settlement to allow for mulch. Plant and mulch as per plan.
Note: All beds must be fully and thoroughly prepped prior to plants arriving on site. Failure to do so will result in the plants being sent back to the supplier or contractors depot until beds are ready.

Twig mulch:
75mm depth twig mulch or similar well rotted mulch applied after planting.

Lawn:
Min 100mm free draining topsoil or lawn mix. Remove sufficient site soil as required for new. Earthwork to achieve an even grade. Seed and water in. Advise client on care during establishment.

Planting:
To further planting plan / schedule.

Plant stock quality:
Plants should have a growth habit that is normal to the species and be sound, healthy, vigorous nursery grown stock. All plants shall be free of insect pests, plant diseases, sun scald, abrasions and disfigurements. All plants shall have normal and well developed branch systems, vigorous and a fibrous root system that is not root bound.

Planting installation quality:
All plants are to be installed as per sound and accepted horticultural practices by an experienced landscape contractor.

Staking:
All garden bed trees to have 2No 50x50mm treated pine stakes. Min 1m embedment in firm ground. Min 1m height above ground. Fix tree to stakes with hessian ties. Align to prevailing wind.

HARD LANDSCAPE:

(Exposed aggregate) Insitu concrete paving:
100mm depth insitu reinforced exposed aggregate concrete on 150mm compacted basecourse with 6kg/m³ black oxide, max 12mm dia grey aggregate, light exposure. To further detail.

(Exposed aggregate) Insitu concrete steps:
Min 150mm depth insitu reinforced exposed aggregate steps on 150mm depth compacted basecourse. 6kg/m³ black oxide, max 12mm dia grey aggregate, light exposure. Step risers to match. 166.25mm risers, 350mm treads. To further detail.

Saw cuts in insitu concrete:
Saw cuts where shown on plan to be min 6mm wide, 25% depth of concrete thickness. Saw cuts to be straight and completed by a competent contractor.

Insitu concrete driveway paving:
150mm depth insitu reinforced exposed aggregate concrete with 6kg/m³ black oxide, max 12mm dia grey aggregate, light exposure on min 150mm compacted basecourse on well consolidated ground. To further detail.

Decking:
Ex H3.2 100x25mm Garapa decking on treated pine substructure to NZS3604: to further detail.

(CW 1) Concrete wall:
Reinforced insitu concrete wall. To have engineering input. Size varies: 200-400mm wide. Max height: 1730mm. To further detail.

(CW 2) Plastered concrete blockwork wall:
200 series solid filled concrete block walls with mulseal waterproofing, structural steel reinforcing, drainage and concrete footing. Height varies: max 1.6m. Plaster finish: Plain grey cementitious plaster. To further detail.

(PS) Perforated steel screen:
6mm steel panel to match architecture perforated steel on balconies. Panels bolt fixed to plastered concrete block wall or timber decking substructure. Height varies: Max height: 1200mm. To further detail.

(MH 1) Metal handrail 1:
40x10mm steel "T" section handrail fixed to concrete wall or 40x10mm steel posts, at 1200mm ctrs. Max height: 900mm. Powder coat paint finish: Black. To further detail.

(MH 2) Metal handrail 2:
40x10mm steel top bar fixed to 40x10mm steel balusters at 100mm ctrs. Balusters fixed to 200x6mm metal base plate, side mounted to timber decking substructure. Max height: 1100mm. Powder coat paint finish: Black. To further detail.

Timber bench seat:
H3.2 50x50mm timber battens fixed to top of concrete wall (CW 1). Where battens cantilever off concrete wall, they are to be fixed to timber substructure, bolt fixed to concrete paving. Battens to overhang front of concrete wall by 50mm. Seat to be 350mm deep. To further detail.

Bike storage:
2000mm high, H3.2 75x50mm timber battens at 100mm ctrs fixed vertically to 3No. H3.2 100x50mm timber railings. Railings fixed to H4 100x100mm timber posts at 1300mm, bolt fixed to timber deck substructure. 900mm wide access gate/door to match battens, fixed to 3No. H3.2 timber railings. Railings hinge fixed to timber post with SS 3No. hinges. Internally, vertical bike racks to be fixed to timber railings. To coordinate with Arch. To further detail.

Bin storage:
1600mm high, H3.2 75x50mm timber battens at 100mm ctrs fixed horizontally to H4 100x100mm timber posts at 1300mm ctrs, bolt fixed to timber deck substructure. To coordinate with Arch. To further detail.

1.6m Timber batten fence:
To coordinate with Arch. To further detail.

Letter box unit:
To coordinate with Arch. To further detail.

NOTES:

All work must be carried out by skilled, suitably qualified and experienced workers.

The contractor is liable for any damage caused to the property during the length of the project and shall have a minimum of 1 million dollars public liability insurance.

Any variations to the design detailed in the landscape documents must be approved in writing by the landscape architect before work proceeds.

Any variation to the agreed contract sum must be agreed upon in writing before any work proceeds.

All quotes provided for the project are to be fixed sums unless where specified as PC sums.

Upon being awarded the contract the contractor shall within 10 working days confirm the commencement date and provide a programme of work.

The contractor must submit a health and safety management plan before the project commences.

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A. Resource Consent. 05.11.21

No.	Revision Notes.	Date
Not For Construction		

local

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North:
A
Scale:
N/A

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Job Number:
2110-1239
Revision:
A

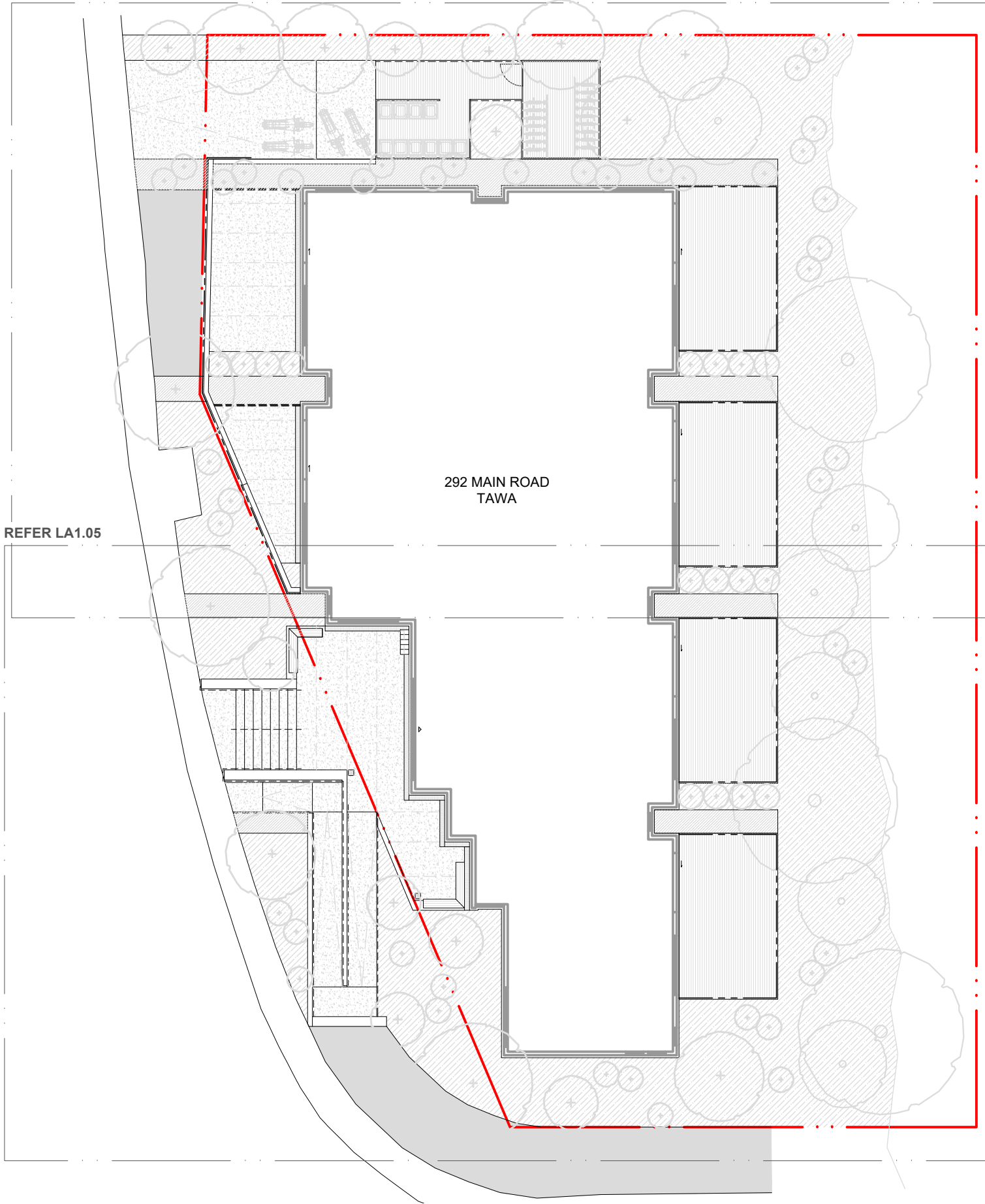
level 3, 11 vivian street, wellington, new zealand, 6011

Project:
Main Road Tawa
Drawing Title:
Outline Specification
sheet 1 of 1

phone: 04 801 6437 www.localcollective.nz

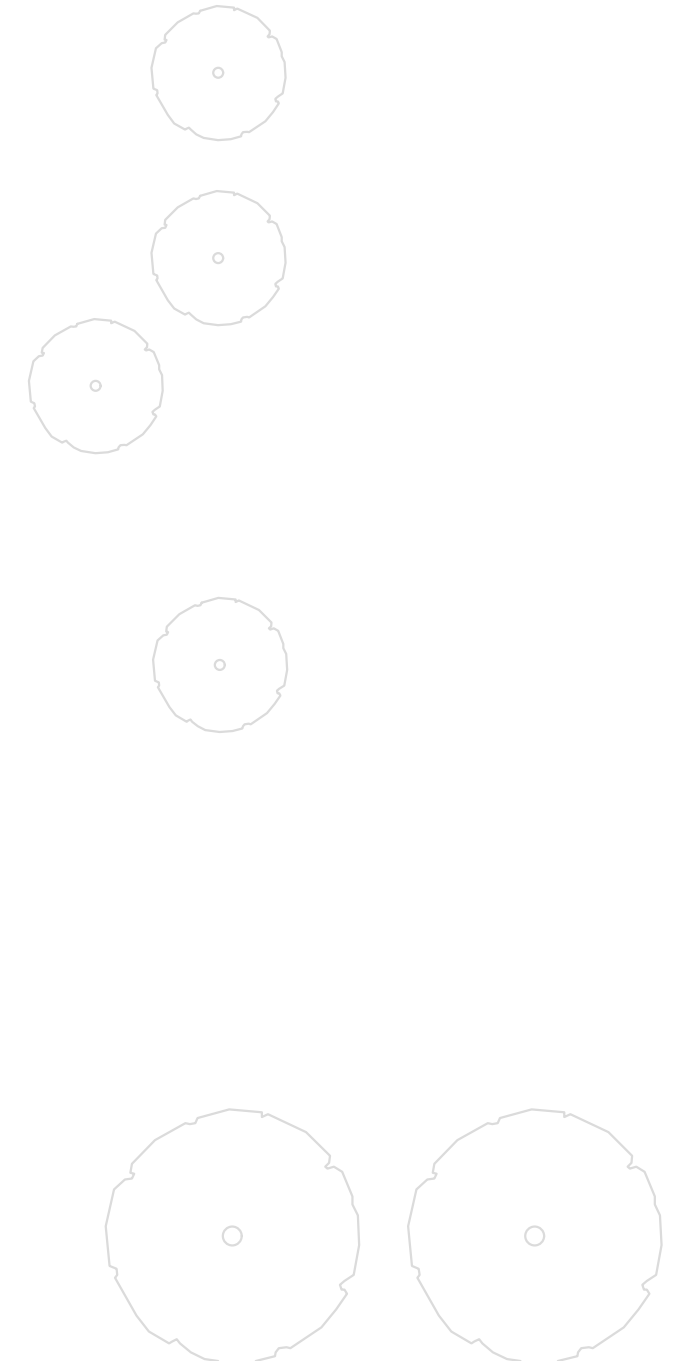
Drawing No:
LA1.02

REFER LA1.04



292 MAIN ROAD
TAWA

REFER LA1.05



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1:200 @A3

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Job Number:

2110-1239

Revision:

B

Project:

Main Road Tawa

Drawing Title:

Sheet Reference Plan

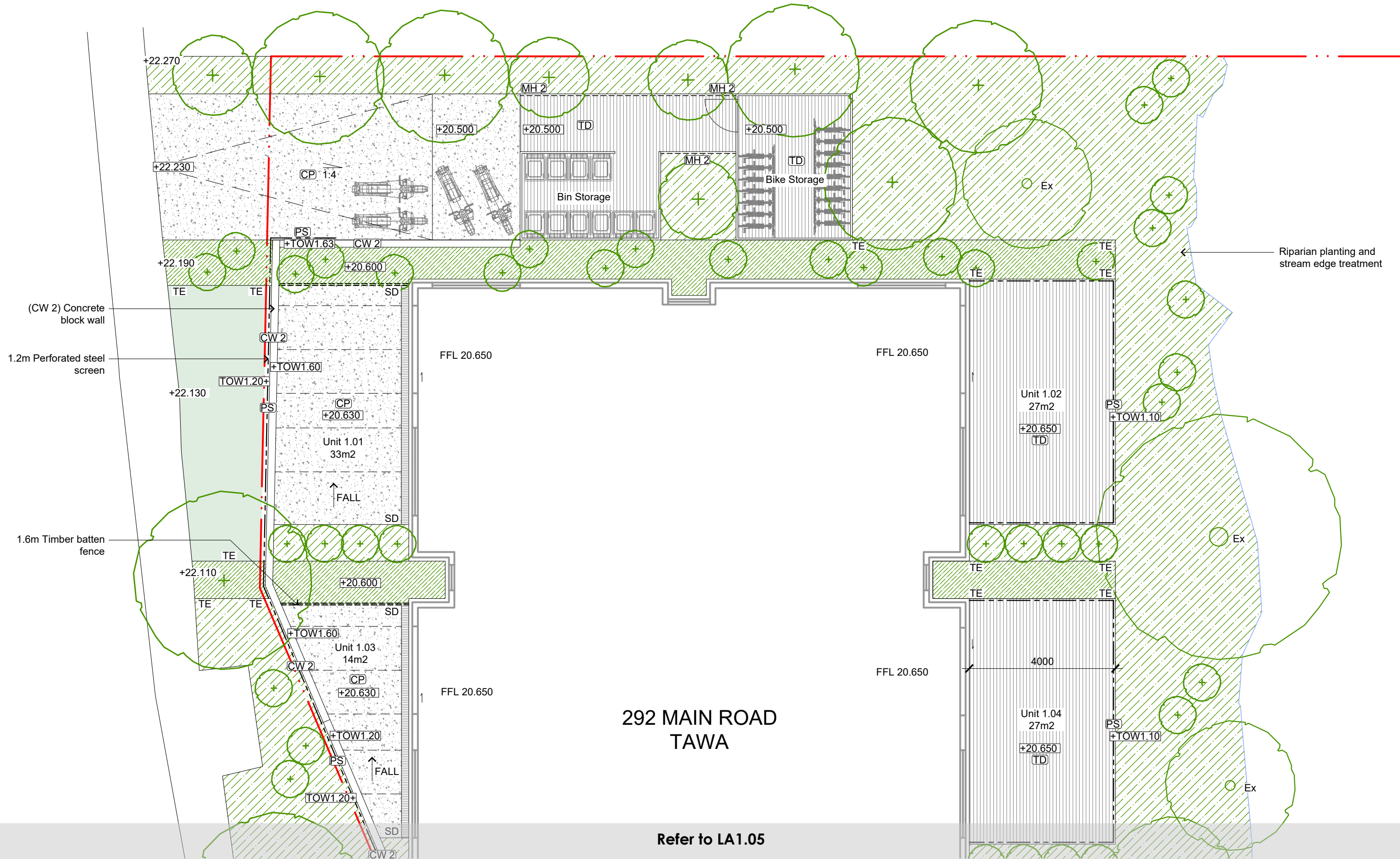
sheet 1 of 1

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Drawing No:
LA1.03



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B.	Resource Consent.	05.11.21

No. Revision Notes. Date

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KEY

+0.0000	Existing level		Timber decking		Timber bench seat		Strip drain
+0.0000	Proposed level		Concrete Paving		(MH) Metal Handrail		New sump
	Garden bed		Saw Cuts		Timber fence		Existing tree
	Garden bed 2		(CW) Concrete wall		(PS) Perforated steel fence/Balustrade		Proposed tree

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Project: Main Road Tawa

Job Number: 2110-1239

Revision: B

Drawing Title: Landscape Plan

sheet 1 of 2

Drawing No: LA1.04

Refer to LA1.04



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 A. Draft, 21.10.21
 B. Resource Consent, 05.11.21

No. Revision Notes. Date

Not For Construction

KEY

+0.0000 Existing level	TD Timber decking	TB Timber bench seat	SD Strip drain
+0.0000 Proposed level	CP Concrete Paving	(MH) Metal Handrail	NS New sump
Garden bed	--- Saw Cuts	==== Timber fence	Ex Existing tree
Garden bed 2	(CW) Concrete wall	(PS) Perforated steel fence/Balustrade	⊕ Proposed tree

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North:

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Job Number: 2110-1239

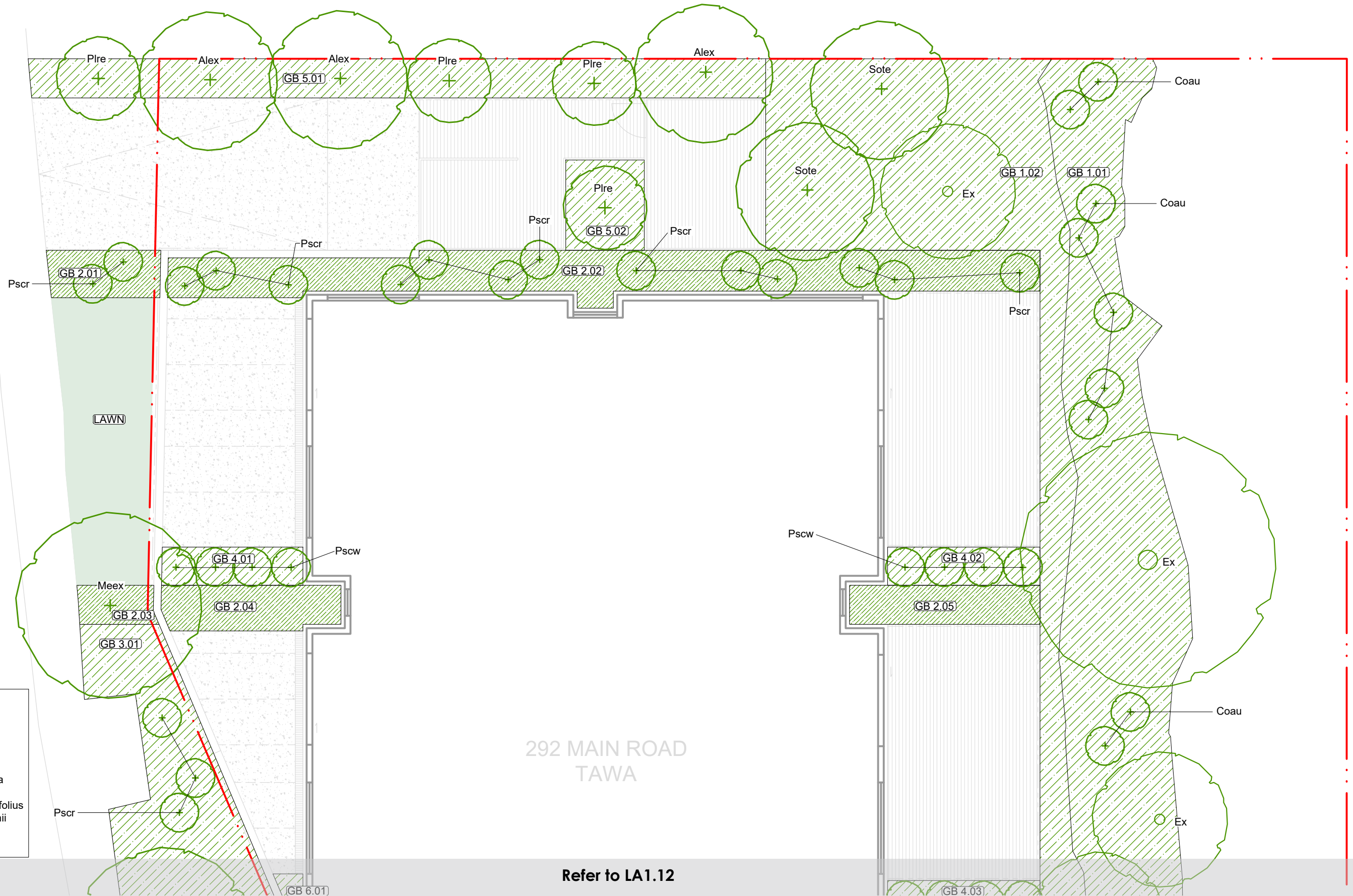
Revision: **B**

Project: Main Road Tawa

Drawing Title: **Landscape Plan**

sheet 2 of 2

Drawing No: LA1.05



Planting Key

Tree species codes:


- Alex - Alectryon excelsus
- Coau - Cordyline australis
- Meex - Metrosideros excelsa
- Plre - Plagianthus regius
- Pscr - Pseudopanax crassifolius
- Pscw - Pseudopanax lessonii 'Cyril Watson'
- Sote - Sophora tetraptera

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 A. Resource Consent. 05.11.21

No.	Revision Notes	Date
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Refer to LA1.12

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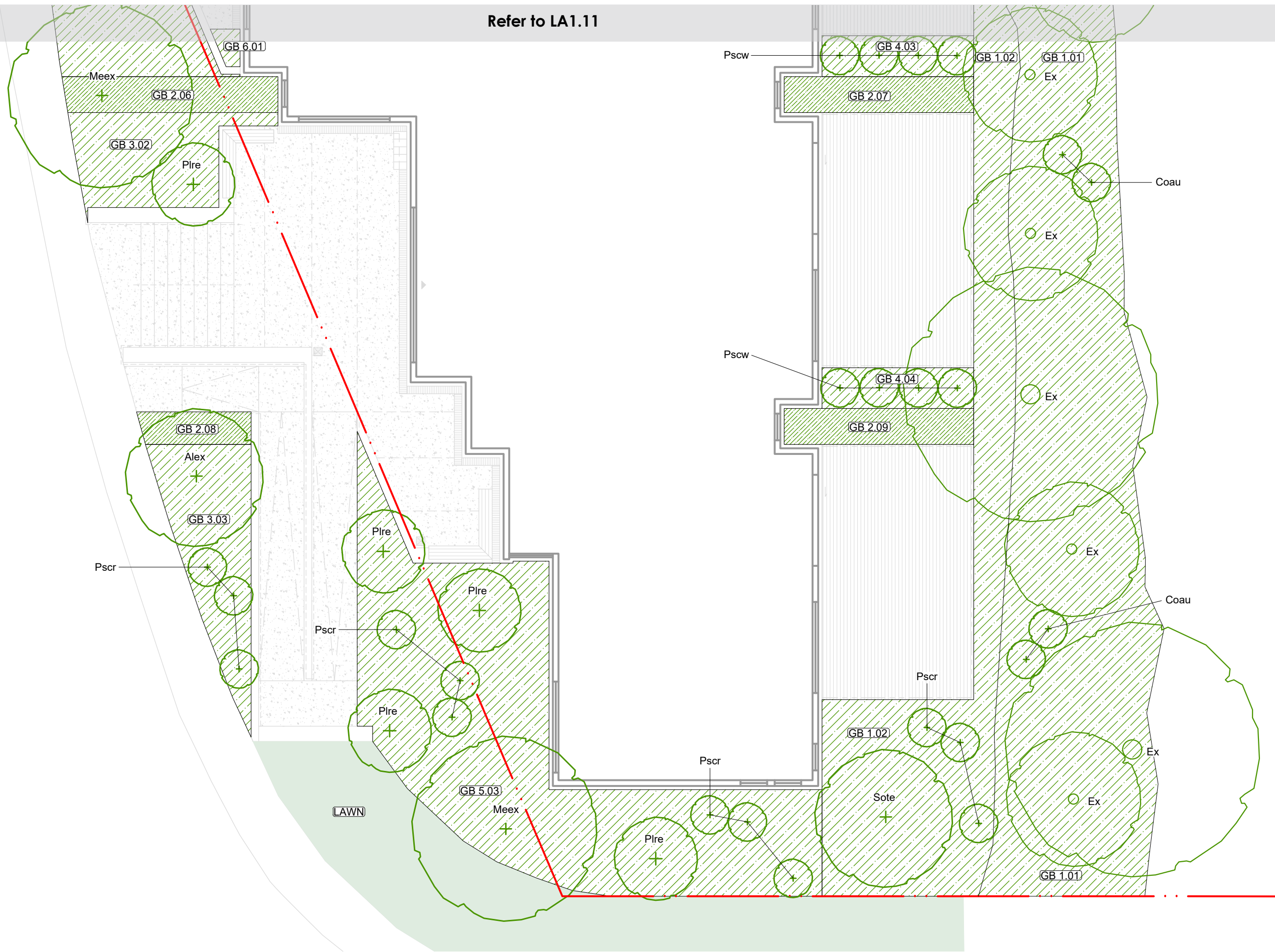
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 Scale: 1:100 @A3
 Issued For: resource consent

Job Number: 2110-1239
 Revision: A

Project: Main Road Tawa
 Drawing Title: Planting Plan
 sheet 1 of 2

Drawing No: LA1.11

Refer to LA1.11



Planting Key

Tree species codes:

Alex	-	Alectryon excelsus
Coau	-	Cordyline australis
Meex	-	Metrosideros excelsa
Plre	-	Plagianthus regius
Pscr	-	Pseudopanax crassifolius
Pscw	-	Pseudopanax lessonii 'Cyril Watson'
Sote	-	Sophora tetraptera

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 A. Resource Consent. 05.11.21

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North:
 Scale: 1:100 @ A3
 Issued For: resource consent

Job Number: 2110-1239
 Revision: A

Project: Main Road Tawa
 Drawing Title: Planting Plan
 sheet 2 of 2

Drawing No: LA1.12

Plant Schedule



Project Name: Main Road Tawa
 Project Number: 2110-1239
 Issue: A - For Resource Consent ONLY

Species	Code	Common Name	Spacing (mm centres)	Plants per m2	Percentage of Mix	Grade	Qty	
Garden beds								
GB 1.01 (Riparian Planting) Flood							Area (m²)	131
Phormium cookianum		Mountain flax	800	1.55	20%	5L	41	
Carex secta		Pukio	750	1.8	40%	2L	94	
Pratia angulata		Pānakenake	1200	0.7	20%	5L	18	
Cyperus ustulatus		Giant umbrella-sedge	1200	0.7	20%	5L	18	
Cordyline australis	Coau	Cabbage tree	as shown	n/a	n/a	Pb12	13	
Total						80%	185	
GB 1.02 (Riparian Planting) Non Flood							Area (m²)	90
Phormium cookianum		Mountain flax	800	1.55	20%	5L	28	
Hebe stricta		Koromiko	800	1.55	40%	2L	56	
Hebe parviflora		Koromiko taranga	800	1.55	20%	5L	28	
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	13	
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	3	
Sophora tetraptera	Sote	Kowhai	as shown	n/a	n/a	Pb40	3	
Total						100%	130	
GB 2.01							Area (m²)	3.6
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	40	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	2	
Total						200%	43	
GB 2.02							Area (m²)	24
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	264	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	6	
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	13	
Total						200%	283	
GB 2.03							Area (m²)	2
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	22	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Metrosideros excelsa	Meex	Pohutukawa	as shown	n/a	n/a	Pb95	1	
Total						200%	24	
GB 2.04							Area (m²)	5.4
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	59	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Total						100%	61	
GB 2.05							Area (m²)	5.1
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	56	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Total						100%	57	
GB 2.06							Area (m²)	5.3
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	58	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Metrosideros excelsa	Meex	Pohutukawa	as shown	n/a	n/a	Pb95	1	
Total						200%	61	
GB 2.07							Area (m²)	4.7
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	52	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Total						100%	53	
GB 2.08							Area (m²)	2.5
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	28	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Total						100%	28	
GB 2.09							Area (m²)	4.7
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	52	
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1	
Total						100%	53	
GB 3.01							Area (m²)	21
Arthropodium cirratum		Rengarenga	500	4	60%	5L	50	
Pratia angulata		Pānakenake	1200	0.7	100%	2L	15	
Astelia chathamica 'Silver Spear'		Silver astelia	800	1.55	20%	5L	7	
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	3	
Total						180%	75	

GB 3.02							Area (m ²)	10
Arthropodium cirratum		Rengarenga	500	4	60%	5L	24	
Pratia angulata		Pānakenake	1200	0.7	100%	2L	7	
Astelia chathamica 'Silver Spear'		Silver astelia	800	1.55	20%	5L	3	
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	1	
Total							180%	35
GB 3.03							Area (m ²)	11.5
Arthropodium cirratum		Rengarenga	500	4	60%	5L	28	
Pratia angulata		Pānakenake	1200	0.7	100%	2L	8	
Astelia chathamica 'Silver Spear'		Silver astelia	800	1.55	20%	5L	4	
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	3	
Alectryon excelsus	Alex	Titoki	as shown	n/a	n/a	Pb40	1	
Total							180%	43
GB 4.01 to 4.04 (for each garden)							Area (m ²)	4
Pseudopanax lessonii 'Cyril Watson'	Pscw	Houpara hybrid	1000	1	n/a	5L	4	
Total							0%	4
GB 5.01							Area (m ²)	20
Arthropodium cirratum		Rengarenga	500	4	60%	5L	48	
Pratia angulata		Pānakenake	1200	0.7	100%	2L	14	
Astelia fragrans		Kakaha	1000	1	40%	5L	8	
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	3	
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	3	
Alectryon excelsus	Alex	Titoki	as shown	n/a	n/a	Pb40	3	
Total							220%	79
GB 5.02							Area (m ²)	5
Arthropodium cirratum		Rengarenga	500	4	60%	5L	12	
Pratia angulata		Pānakenake	1200	0.7	100%	2L	4	
Astelia fragrans		Kakaha	1000	1	40%	5L	2	
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	1	
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	1	
Total							220%	19
GB 5.03							Area (m ²)	57
Arthropodium cirratum		Rengarenga	500	4	60%	5L	137	
Pratia angulata		Pānakenake	1200	0.7	100%	2L	40	
Astelia fragrans		Kakaha	1000	1	40%	5L	23	
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	8	
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	6	
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	4	
Metrosideros excelsa	Meex	Pohutukawa	as shown	n/a	n/a	Pb95	1	
Total							220%	218
GB 6.01							Area (m ²)	0.5
Ficus Pumila		Creeping fig	n/a	n/a	n/a	5L	1	
Total							0%	1

Notes:

All plants to be setout by landscape architect: refer outline spec for detailed instructions

Attachment 9:
Pre-application Notes

Pre-Application Meeting Record

MEETING NOTES

Meeting Date:	16 April 2021	SR Number:	487769
Address:	292 Main Road, Tawa		
Planner:	Sebastian Barrett		
Attendees:	<u>Council:</u> <ul style="list-style-type: none"> Sebastian Barrett, Senior Planner Jaime Devereux, Urban Designer Anbu Pungiah, Senior Transport Engineer 	<u>Applicant:</u> <ul style="list-style-type: none"> Ian Leary, SpencerHolmes Alex Khera Simon Novak, Novak+Middleton 	
Purpose of Meeting:	To discuss a proposal to develop the land with a four-storey building containing 24 household units.		
Site Notations:	<u>District Plan:</u> The site is located in the Outer Residential Area. A portion of the eastern end of the site is located within the Tawa Flooding Area. These District Plan rules will/may apply to the proposal: <ul style="list-style-type: none"> Rule 5.5 as Non-Complying Activity due to the extent of the proposed building recession plane and height breaches. Rule 5.3.7 for the construction of a multi-unit development. 		
<p>The key issues discussed were traffic effects and the NPS-UD; urban design; and external amenity effects. The applicant advised that no building is proposed within the Tawa Flooding Area. Separately from the meeting, comments from Wellington Water were obtained and sent to the applicant.</p> <p><u>Traffic:</u></p> <p>There was a discussion on the NPS-UD and the removal of minimum car parking requirements from the District Plan. Since the meeting was held, the minimum car parking requirements have been removed from the District Plan.</p> <p>While there is no requirement for minimum car parking, the Council will still need to consider car parking and traffic effects for any resource consents with a discretionary or non-complying activity status, or with a restricted discretionary activity status where parking or traffic effects is a matter for discretion.</p> <p>In this case, car parking and traffic effects will need to be considered because both the provision of parking and traffic effects are matters of discretion under Rule 5.3.7 and because the overall activity status under the RMA is Non-Complying.</p>			

The plans presented include no on-site parking but does include a loading bay.

In order to assess the effects of the proposal in relation to traffic, it was recommended that the applicant engage a traffic engineer to prepare an impact assessment. This assessment should:

- Consider what transport options are available aside from private vehicles
- Estimate what the likely vehicle ownership rate will be and the subsequent demand for on-street parking
- Consider where any on-street parking would occur, consider what the parking supply in the area is, and assess the effects of additional parking demand. This will need to consider traffic safety implications and residential amenity.
- Recommend what provision for alternatives to on-site parking could be provided to encourage alternative transport options. Some ideas discussed in the meeting included providing shared parking spaces to facilitate car sharing on-site, bicycle and/or motorbike parking, storage space and charging facilities for e-mobility options such as scooters and bikes.

The traffic impact assessment should also consider the design of the loading bay and access arrangement.

It was noted that this proposal will likely be the first large multi-unit development in the Outer Residential Area that does not propose to include any on-site parking since the NPS-UD. It is also very unusual for existing multi-unit developments to have no on-site parking although there are some that have a shortfall from the previous minimum parking requirements.

We encourage you to have a second meeting and prior to that meeting it would be useful to provide the findings of the traffic impact assessment.

Urban Design:

Ms Deveruex has provided the following notes:

Site Planning

The site is located on a corner, with Council reserve located across the road to the south, and a steep, vegetated bank and Council reserve across the road to the west. As such, Urban Design could potentially support a taller structure at the southern portion of the site where it can visually enhance the corner and have less impact on neighbours.

This could be achieved by lowering the building height as it approaches neighbouring properties, specifically the property to the north. Ideally, any building bulk near the northern boundary will be comparable to a permitted development to mitigate the proposed building bulk located further south.

Supporting plans and cross sections should be provided with the application to demonstrate that any significant height on the site will not adversely impact neighbouring properties via shading or overlooking.

Given the proposal does not include any car parking or garaging, consider secure spaces on site for outdoor storage, bike storage and charging stations. At a high level discussion, there could be good opportunities for car share, with one or two dedicated on-site spaces for this service.

Building Design

If proposing an apartment style development, include a sheltered lobby space and consider where mail and parcels will be delivered to/dropped off. Ensure any entrances are easily identifiable from the street.

Given the topography to the west and the more north-south orientation of the proposed development, please provide sun access diagrams with the proposal to demonstrate that the main

living area of each dwelling will receive sufficient levels of sunlight. If lower level units are not receiving sunlight, design solutions such as increasing stud heights and window areas may assist with increasing sunlight opportunities. Where larger windows may be required closer to the street front, consider raising ground floor levels to maintain appropriate interior privacy for residents.

Given the proposal is looking to add additional height above what the District Plan and Spatial Plan are anticipating, ensure the building is well modulated and visually interesting to help with breaking up the associated building bulk and dominance. Materiality and colour should be considered as part of the resource consent process. A proposed pallet may be appropriate to provide some flexibility. Consider where services for heating and ventilation may be located. If located on the roof, ensure they are screened from public spaces and do not create noise nuisance. Please do not compromise any undersized outdoor spaces by located heat pump units within them.

Open Space Design

The applicant would like to propose undersized balconies for the proposed apartments, with a central common outdoor space overlooking the river to mitigate any undersized private outdoor areas. This is generally considered acceptable as long as each apartment is provided with sufficient outdoor space that is private and can accommodate a table and chairs. These outdoor spaces should also receive access to sun and outlook. Given the location and orientation of the site, this should be achievable.

Any communal outdoor space should be useable and of a size and proportion that it is meaningful space, rather than leftover space. Consider safety and security – passive surveillance, lighting and access. Consider whether there are likely to be any children residing in the apartments that may require protection from the stream.

Please include a landscaping plan with the application, demonstrating what vegetation will be retained and what new planting is proposed. Include surface and boundary treatments and security lighting for safety and wayfinding purposes. Include service areas for storing rubbish and recycling that is easily accessible by all residents and waste management services, and located to minimize odours within any residents and neighbouring properties.

External Amenity Effects:

The Council will consider the effects on the amenity of surrounding properties by way of shading, privacy and building bulk effects.

It was noted that the site benefits from being a corner location, with no residential dwellings across the road to the west or south.

As Ms Devereux has noted above, it is recommended that the building transitions down towards the property to the north.

Shading diagrams will be required in order to assess shading effects of the proposal.

There is existing mature vegetation on the banks either side of the stream. We can consider how this will mitigate potential privacy and building bulk effects but only in relation to vegetation on the subject site, and the consent should include conditions that this vegetation be retained.

Section drawings should be provided to show what overlooking would occur from the development to the north and east, and in order to show what building bulk will be experienced from the adjoining properties, particularly Nos. 1 and 3 Nathan Street.

Spatial Plan:

It was noted that the draft spatial plan includes the property as being planned for 'Housing Type 2'. This is anticipated to be two to three-storeys of terrace-type housing. The draft Spatial Plan currently has no weight, however the proposal exceeds the height indicated in that Plan.

Proximity to Porirua Stream:

Please be aware of standard 5.6.2.2.11, which states: “No building or structure, including a fence or wall, shall be located closer than 10 metres to the Porirua Stream (and its tributaries)...”

Standard 5.6.2.2.12 is also relevant and states: “No impervious surface associated with the use of the site shall extend closer than 5 metres to a waterbody...”

Please also note that under the terms of Rule 5.3.4, Greater Wellington Regional Council will be considered to be an affected party to any application that breaches Standard 5.6.2.2.11 in relation to Porirua Stream and tributaries.

Next Steps:

We recommend the following work be done and then another pre-application meeting should be held:

- Engage a traffic engineer and send a copy of the draft findings/recommendations prior to the next meeting
- Update the design to incorporate the changes recommended by Ms Devereux

It would also be useful to provide the shading diagrams and section drawings to provide more detailed comment on amenity effects.

Lodging the Resource Consent Application:

The following information should be submitted with the application:

- The information set out at Chapter 3 of the District Plan. Refer to the following link for details: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/district-plan/eplan>
- A copy of the Record(s) of Title (dated within the last 3 months).
- Copies of any right of way, easement or consent notice documents on the Record(s) of Title.
- A clear description of all parts of the proposal with all breaches of the District Plan standards clearly highlighted on the plans.
- An assessment of what the proposal does and does not comply with; ideally a table showing the permitted standards and rules and whether the proposal complies with these requirements.
- An Assessment of Environmental Effects (AEE) including, but not limited to, an assessment of the effects of the proposal, with particular regard to streetscape, traffic and amenity effects.
- An assessment against the Residential Design Guide.
- An assessment against the relevant objectives and policies of the District Plan.
- An assessment against the provisions of Part 2 of the RMA.
- An Earthworks Plan if there will be any earthworks that require resource consent (refer to Chapter 30 of the District Plan). This should show the extent of the earthworks, the cut area(s) and cut height(s), the fill area(s) and depth(s) and the retaining walls of batters.
- Confirmation that no HAIL (Hazardous Activities and Industries List) activities have occurred on the site and/or confirmation that the proposal is a permitted activity under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health.
- Any correspondence with the parties that have been identified below (eg HNZPT, Iwi)

FURTHER INFORMATION ABOUT YOUR PROPERTY

You may find useful information about your property at the Council Archives wcc.govt.nz/your-council/archives or phone 04 801-2096.

OTHER APPROVALS THAT MAY BE REQUIRED FOR THIS PROPOSAL

Approval type	✓	Required if proposal includes:
Amalgamation (LINZ)		<ul style="list-style-type: none"> - Amalgamating (joining) two or more sites as part of a subdivision application. <p>The planner will seek this on your behalf once the application has been lodged.</p>
Wellington Water	✓	<ul style="list-style-type: none"> - New stormwater, wastewater, or potable water connections. - Works in a flood hazard zone. <p>To find out more go to wellingtonwater.co.nz , phone 04 912-4400 or email: info@wellingtonwater.co.nz.</p>
Wellington Electricity - Close Approach Consent		<ul style="list-style-type: none"> - Structures or construction machinery will be less than 4m from power lines. - Excavation is proposed less than 5m from a power pole. <p>To find out more go to www.welectricity.co.nz.</p>
Greater Wellington Regional Council		<ul style="list-style-type: none"> - Where de-watering is necessary - Large scale earthworks - Disturbing waterbodies, e.g. bridges, culverts, structures in Coastal Marine Areas. <p>To find out more go to gw.govt.nz</p>
Land Owner Approval / Encroachment Licence		<ul style="list-style-type: none"> - Construction of private structures or exclusive use under, on or over legal road. - Impacts Council infrastructure assets (such as retaining walls, public footpath, traffic or street lights). - Impacts land support (stability). <p>To find out more go to wcc.govt.nz, search 'encroachments'.</p> <p>To ensure the proposed use of Council land will be approved, we recommend you apply for an encroachment licence as soon as possible.</p>
Corridor Access Request and a temporary Traffic Management Plan		<ul style="list-style-type: none"> - Construction works involving the legal road corridor (berms and/or formed road). - Temporary closure of road. <p>To find out more go to wcc.govt.nz/services/parking-and-roads/road-works/work-on-the-roads.</p>
Heritage New Zealand Pouhere Tāonga– Authority to Modify (archaeology)		<ul style="list-style-type: none"> - Buildings, objects or areas in the HNZPT register - Archaeological sites (evidence of pre-1900 human activity) <p>To find out more go to heritage.org.nz.</p>
Building Consent	✓	<ul style="list-style-type: none"> - Any construction works will require a building consent, unless specifically exempted by Schedule One of Building Act 2004. See also: building.govt.nz/projects-and-consents/planning-a-successful-build/scope-and-design/check-if-you-need-consents/building-consent-exemptions-for-low-risk-work/schedule-1-guidance/ and building.govt.nz/projects-and-consents/apply-for-building-consent/. <p>If the following situations apply, please discuss with the building team early as it may impact on design and layout:</p> <ul style="list-style-type: none"> - Building works in flood hazard zones. - Infill housing or non-greenfield subdivision where 3m + wide clear exit to street isn't provided (fire safety).
Health		<ul style="list-style-type: none"> - Selling food or alcohol. - Creating potential nuisance to neighbours (e.g. smoke, odour over boundary). - Furniture on footpath. - Animal boarding houses. - Hairdressers. <p>Other health licences may also be required, to find out more go to wcc.govt.nz/services/consents-and-licences/health-registration</p>
Parks, Sport and Recreation		<ul style="list-style-type: none"> - Occupying Council reserve / parks. - Using Council reserve / parks for temporary access. - Working within the vicinity of trees within the legal road corridor, where the work may cause damage to the tree or roots.

		<ul style="list-style-type: none"> - Removing vegetation from legal road corridor. - Construction adjacent to reserve / parks land where the works create a District Plan non-compliance along the shared boundary. <p>To find out more go to wcc.govt.nz/recreation/enjoy-the-outdoors/parks-and-reserves/access-and-permits or wcc.govt.nz, search: 'verges policy'. The planner will provide contact details of the manager parks or Council arborist.</p>
Restrictions on Record of Title (otherwise known as Computer Register or Certificate of Title)		<p>Including:</p> <ul style="list-style-type: none"> - Heritage Covenants (HNZPT) - Consent notices - Building line restrictions - Covenants <p>To contact Land Information New Zealand (LINZ) for a copy of your title go to: http://www.linz.govt.nz/land/land-records/order-title.</p> <p>The planner will check this when the application is lodged, but it is worthwhile checking early to make sure there are no restrictions that prevent you going ahead with the proposal.</p>

CONSULTATION REQUIREMENTS

You may need to consult with other parties if your activities fall within their area of interest.

Consult with...	✓	Required if the proposal / site...
WCC – Building Resilience		<ul style="list-style-type: none"> - The building is an earthquake prone building (EQPB) - Email: buildingresilience@wcc.govt.nz
Wellington International Airport (WIAL)		<ul style="list-style-type: none"> - Is within the Airnoise Boundary and / or - Is within the WIAL designation.
Transpower		<ul style="list-style-type: none"> - Has transmission lines running through or in close proximity. - Written approval is required for any proposal within 30m of high voltage lines. <p>To find out more go to transpower.co.nz/keeping-you-connected/landowners-and-developers/safe-separation-distances.</p>
New Zealand Transport Authority (NZTA)		<ul style="list-style-type: none"> - Has a potential impact on a state highway. - If there is a specific requirement in the District Plan that relates to the site.
Mana Whenua (Iwi)		<ul style="list-style-type: none"> - If works are adjacent to coastline, harbour or other specified areas of significance to iwi. <p>Contact details can be provided by the planner.</p>
Heritage New Zealand Pouhere Tāonga (HNZPT)		<ul style="list-style-type: none"> - Impacts on a site with buildings/items on the HNZPT Heritage List
Makara/Ohariu Community Board		<ul style="list-style-type: none"> - Is within the Makara / Ohariu area.
Other		-

DEVELOPMENT CONTRIBUTIONS

Development Contributions apply to this proposal	✓	<p>Contribution towards infrastructure costs.</p> <p>To find out more go wcc.govt.nz/services/rates-and-property/property/development-contributions</p>
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Notes prepared by: Sebastian Barrett



Sebastian Barrett
Senior Consents Planner



Bill Stevens
Peer Reviewer

Date: 11 May 2021

Please note:

The purpose of the pre-application meeting is to guide you in your resource consent application.

Council staff will offer preliminary views during or following the meeting, based on the information you provide. We will assess your application in detail when you make your full application. The Council may change its view for example if you don't yet have, or don't provide, all of the relevant information. The Council does not make any warranty or assume any legal liability or responsibility for the accuracy, correctness, completeness or use of any information or views we give as part of the pre-application process.

You are responsible for getting your own professional planning and legal advice, and for relying on that advice, when applying for consents, permits or licences.

You'll be charged \$155 per hour for the time the Council officer/s spends relating to this meeting. We'll send an invoice for the meeting and associated costs.

We may have to disclose any information you provide to us if another person requests it under the Local Government Official Information and Meetings Act 1987.

Ian Leary

From: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>
Sent: Thursday, 29 April 2021 2:56 pm
To: Ian Leary
Subject: FW: WW Pre-app Response - 292 Main Road - SR 487769 - 27 April 2021
Attachments: RE: 292 Main Road, SR 487769

Hi Ian

Below is the pre-app advice from Wellington Water.

I am due to send you out pre-app notes for this job but am waiting on the written comments from Jaime, who is on leave this week. So I will hopefully have the notes to you mid to late next week.

Thanks

Sebastian Barrett

Senior Consent Planner | City Consenting & Compliance | Wellington City Council
M 021 831 917 E sebastian.barrett@wcc.govt.nz | W Wellington.govt.nz |

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From: Marlene Roberts-Saidy <Marlene.Saidy@wellingtonwater.co.nz> **On Behalf Of** Land Development
Sent: 27 April 2021 11:31
To: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>; Joey Narvasa <Joey.Narvasa@wellingtonwater.co.nz>
Subject: WW Pre-app Response - 292 Main Road - SR 487769 - 27 April 2021

Good afternoon Sebastian, please see comments below:

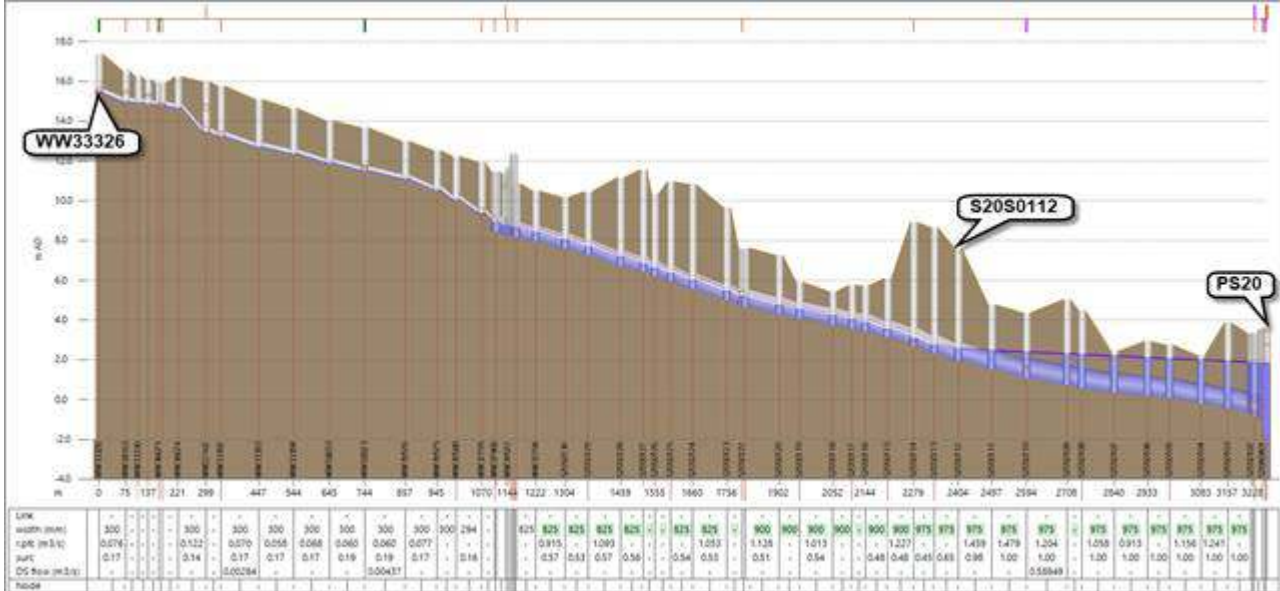
General

- Please note that the information provided below is not static and can change over time with new information being made available, it is advised that once the details of your development is known you liaise with Wellington Water to confirm whether or not this advice has change .
- Laterals to be decommissioned will need to be capped at the main.

Water Supply

- The model shows that minimum pressure at the point of supply on the public main (which in this case is Crn of Nathan St & McLellan St) is expected to be about 55-60m, which meets the level of service criteria for pressure. The model also indicates that available fire flow capacity from the existing hydrant opposite 1 Nathan Street is expected to be compliant with the NZ Fire code for standalone residential houses (FW2). However, as a multi-story building, the applicant must undertake a fire engineering assessment to identify their fire flow requirements or install the sprinkler system. Besides, it seems to be more than 135m distance from the existing hydrant to the entry of the farthest building in their proposed scheme. If that is the case, an additional hydrant would need to be installed, and appropriate pipe sizing will be required to meet the minimum flow requirement at that hydrant.
- The applicant will need to upgrade and extend the network to be able to supply the development.
- This modelling assessment only represents the existing network based on WWL hydraulic model developed in 2017. The analysis takes no account of developments that have occurred since then, currently underway, or future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Please also note the above are just the result of WWL hydraulic model which could be impacted by day-to-day operational changes within the network and is recommended to be verified in the field through pressure logging and hydrant flow tests.

Wastewater



- The property is currently connected to the local network at manholes WW18507. This local network discharges into the trunk network at manhole WW33326. This local network has at least 5 litres/sec of spare design capacity during a 1-year LTS design event for development of this property.
- The trunk network from manhole WW33326 ultimately discharges into pump station PS20 in Porirua. While this part of the trunk network may appear to have more than 10 litres/sec of spare design capacity during a 1-year LTS design event, from manhole S20S0112 to the pump station (i.e. the last 860m) the system becomes increasingly surcharged and there are overflows of at least 500 m³ occurring as a result of an engineered overflow into Porirua Stream near PS20. Further development of this property could exacerbate this.
- While the local network has at least 5 litres/sec of spare design capacity during a 1-year LTS design event, the last 860m of the trunk network before PS20 are increasingly surcharged with overflows of at least 500 m³ occurring as a result of an engineered overflow into Porirua Stream near PS20. Hence further development of

this property must be treated with caution as it could exacerbate the overflows already occurring.

Based on Wellington Water connection policy the increased volume or frequency of overflows at a constructed overflow is not considered as management of overflows at these locations will be subject to programmes under future resource consent conditions however discretion is reserved where the potential effects on a constructed overflow or major assets are significant, wastewater mitigation is required where there are more than 3 additional dwellings/lots being created.

At this stage wastewater mitigation will be required considering the already significant impact and the receiving environment where overflow is occurring. Depending on the timing of the development and peak flows to be generated the developer may want to confirm this with Wellington Water.

This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network.

Stormwater

- The levels quoted are in terms of Wellington City Datum 1953
- There are public stormwater (225mm) mains and open channel within the boundaries of the properties, any buildings to be built within close proximity of the drain will need to comply with section 4.4.14 of the Regional Standard for Water Services 2019.
- There is an open channel within the boundaries of the properties, it is advised that contact be made with Greater Wellington Regional Council as to any requirements around this channel. Appropriate setbacks must be achieved – please check with the District Plan for minimum set back from streams and water courses. Please also refer to section 4.4.4 of the RSWS -May 2019

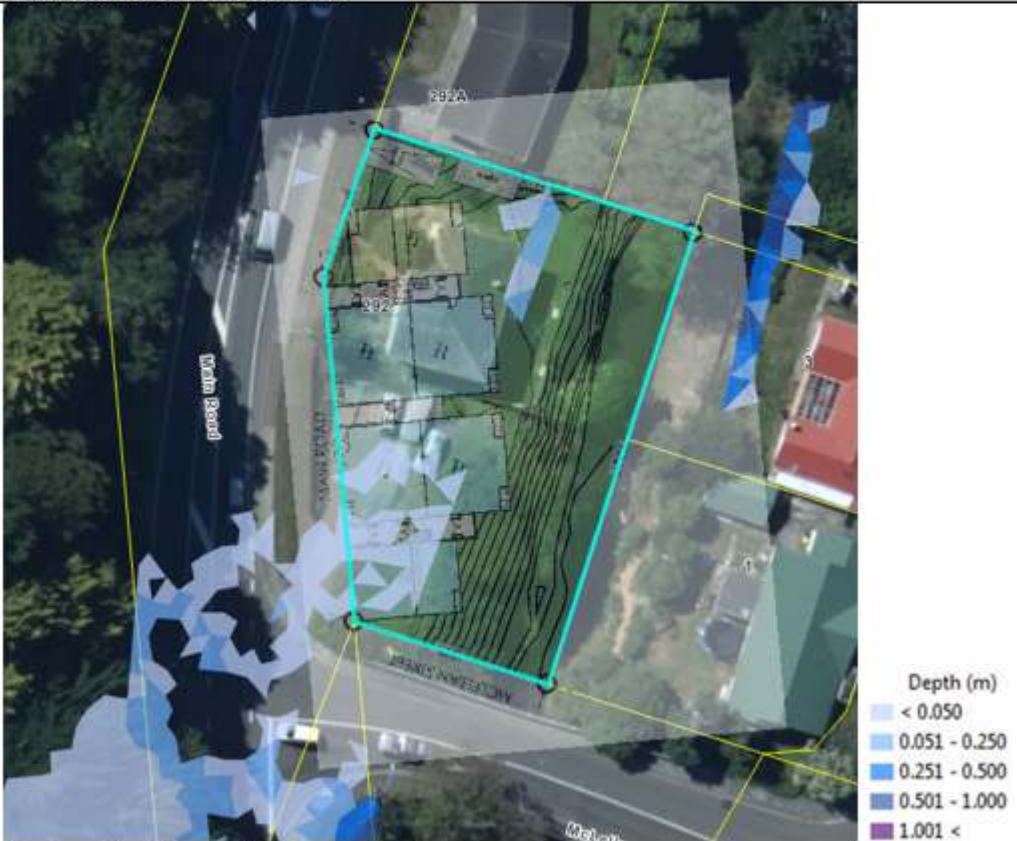
DISCLAIMER

Hazard Classification and Flood Depth data is derived from Wellington Water models. Mapped flooding information may not be survey-accurate, and is bound by the model assumptions and limitations. Care should be taken that information is verified as part of any flood risk analysis, concept or detail design

FLOODING RESULTS

Software	InfoWorks ICM
Model	Tawa
Model Status	Validated
Flood Scenario	100 year ARI + Climate Change (assuming 2.1 C temperature increase)
Sea Water Level	2.1 m aMSL

FLOOD IMPACT ON THE PROPERTY



Maximum Flood Depth	<50mm
Maximum Water Level	N/A
Minimum Water Level	N/A
Overland Flow	N/A



Thanks

Marlene

Ian Leary

From: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>
Sent: Friday, 16 April 2021 11:02 am
To: Land Development; Joey Narvasa
Subject: RE: 292 Main Road, SR 487769
Attachments: Tawa Apartments - Consultation.pdf

Hi Marlene

Attached are the proposed plans. There are 24 units.

Thanks

Sebastian Barrett

Senior Consent Planner | City Consenting & Compliance | Wellington City Council
M 021 831 917 E sebastian.barrett@wcc.govt.nz | W Wellington.govt.nz |

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From: Marlene Roberts-Saidy <Marlene.Saidy@wellingtonwater.co.nz> **On Behalf Of** Land Development
Sent: 09 April 2021 20:16
To: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>; Joey Narvasa <Joey.Narvasa@wellingtonwater.co.nz>
Subject: 292 Main Road, SR 487769

Hi Sebastian – when we look at these we need to look at it in its entirety – can you please confirm with the applicant how many lots/units/dwellings etc they are looking at now?

Thanks

Marlene

From: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>
Sent: Friday, 9 April 2021 11:27 am
To: Joey Narvasa <Joey.Narvasa@wellingtonwater.co.nz>; Marlene Roberts-Saidy <Marlene.Saidy@wellingtonwater.co.nz>; Land Development <Land.Development@wellingtonwater.co.nz>
Subject: 292 Main Road, SR 487769

Hi team

I am having a pre-app for this one (no plans yet). Its in the Tawa Flood Hazard Area but they said they aren't building in that zone. From a WWL perspective they just want to know what the minimum floor level requirements will be if you can please advise?

Thanks

Sebastian Barrett

Senior Consent Planner | City Consenting & Compliance | Wellington City Council

M 021 831 917 E sebastian.barrett@wcc.govt.nz | W Wellington.govt.nz |

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