

19 January, 2022

Spencer Holmes Limited
PO Box 588
Wellington 6140

Service Request No: 505203
File Reference: 1047685
Your Reference: S210167

Attn: Ian Leary

Dear Ian,

Request for Further Information Pursuant to Section 92(1) of the Resource Management Act 1991

Service Request Type:	Resource Consent
Site Address:	292 Tawa Road, Tawa
Legal Description:	Lot 1 DP 15312
Consent Type:	Land Use
Consent Description:	Establishment and use of a four story building containing 24 household units

I am writing in relation to your application for the establishment and use of a four story building containing 24 household units (our ref: SR 505203). This letter is a request for further information under section 92 of the Resource Management Act 1991 (the Act).

Requested information:

The further information required is detailed below. This will help the Council to better understand your proposed activity, its effect on the environment, and the ways any adverse effects on the environment might be mitigated.

1. Provide the following shading diagrams at hourly intervals:

- Summer 3pm to 7pm
- Autumn 3pm to 6pm
- Winter 12pm to 4pm (or occlusion by topography)

In each provide a time in which the shadow strikes the footprint of any building on adjacent properties.

2. Provide an assessment of sunlight onto all internal private outdoor areas and decks.

This detail is required to assist in the assessment of internal amenity.

More detail is required to determine the shading effects on neighbouring properties. The time at which open space and dwellings are affected is considered relevant in the assessment of effects.

3. Provide sections to show the overlooking of neighbouring sites. These should be to scale and show the open spaces and dwellings on neighbouring sites, and be clear in relation

to height differences form decks and windows on the subject site. Properties of interest are 292A Main Road, and 1, 3 and 5 Nathan Street.

The information will allow for further understanding of potential effects on privacy and bulk and dominance on these properties.

4. Provide a Design Statement assessing, as a minimum, the proposal against the Residential Design Guide.

This will further an assessment of the design of the proposal. Note that this is also required under 3.2.4 of the Plan.

5. Confirm offsets to the bank of the Porirua Stream from all of the building and associated structures (such as decking).
6. Has the proposed encroachment (in respect to the Porirua Stream) and tree planting have been discussed and/or approved by WWL and GWRC?

This information will allow for assessment of the potential effects on the stream, as considered under Rule 5.3.10, from the building, as well as clarify site layout. Although the application states that the buildings are located 8.1 m from the Porirua Stream the proposed deck structures encroach to within 2.46 m of the stream and range between 2.46m and 5.01m of the stream.

In addition to the decks the applicant is proposing a number of trees along the river bank. Whilst it is not considered that the tree's / deck will significantly impact on the flood conveyance, the proposal will impact on Council's ability to access the stream for maintenance etc.

7. Provide more detail of the permitted baseline scenario. This should include a diagram of the two buildings described and confirmation that all relevant standards under 5.6.1 and 5.6.2 have been met.

Further detail is required to confirm that the measures shown on the shading analysis relate to a non-fanciful permitted baseline scenario.

8. Provide an amended parking assessment that relates to 50m from the edges of the road boundary of the site.

50m is used to determine any impact on local parking from the site.

9. Amend the existing plans and/or provide further plans that show the following:
 - Clarify the transition between the access ramp and the footpath
 - Show all street infrastructure including street lights, power poles and bus stops
 - Confirm the alignment of the footpath

These matters are required to assess any impact on the existing roadway and berm, for transport and encroachment matters.

10. Provide details of quantities of cut to waste and the likely volume of material likely to be transported to site.

This information will help determine is management of construction traffic will be required.

11. Confirm the outfall for wastewater.

The site wastewater will require a new offsite connection to 292A Main Road. No easement is noted on the title presented and permission may be required from this neighbour for any works impacting 292A Main Road.

12. Will the development require an electrical substation or is there sufficient power to the site? If so, where is this likely to be located?

This information will influence the site layout and assessment.

13. What is the width of the corridors? Is this sufficient for moving furniture in and out of individual units?

This information will influence the urban design assessment.

14. Please include information on fences, retaining walls and earthworks. Include detail of the following:

- What is the height, material and treatment of retaining walls
- All fencing location, heights and materials

This information will influence the urban design assessment.

15. Confirm the location of the public stormwater main on site (see below) and demonstrate appropriate clearances can be achieved as well as appropriate ongoing access for operation and maintenance in accordance with the Regional Standard for Water Services.

There is an existing 225 mm diameter public stormwater main located within the northern site boundary. The public stormwater main discharges to the Porirua Stream via a concrete outfall pipe (identified on the applicant's survey). Although the applicant has identified the location of the system outlet the location of the public stormwater main within the site has not been confirmed.

Whilst the applicant has set the building back 6 m from the northern boundary they have not identified if the public main sits within this 6 m strip. The location of the public stormwater main may impact on the proposed building location.

Note that whilst the bin store / bike store may be acceptable over the public stormwater main these may need to be removed and reinstated at the future landowner's expense if access to the public stormwater main were required in the future. The build over would need to be undertaken under a public drainage permit and a condition of this may be that a covenant is placed on the land title advising the future owners of the implications of building over the public main as shown. The applicant's approval of this prior to granting the Land Use Consent may be sought by WWL.

Also note that without further information to demonstrate the location of the existing public stormwater main and verification that long term access for ongoing operation / maintenance is achievable the proposed building location and site layout cannot be accepted by WWL

Note also that tree planting over the stormwater main is not acceptable and the three proposed tree's north of the proposed building will need to be removed from the scheme plan. If the landscaping design can be a condition of the consent then this item may be dealt with following issue of the consent.

16. Confirm how stormwater neutrality would be achieved as the introduction of tanks may impact on the site layout

To avoid impact on the receiving environment stormwater neutrality will be required for this development.

17. Demonstrate how wastewater mitigation could be accommodated on the proposed site if required.

It is not clear from the proposed layout how wastewater mitigation would be accommodated if required

18. Provide a plan showing all dimensions for the loading area.

19. Confirm how the parking of scooters will be managed when using the loading area or collecting waste from the storage.

Clarification is required to understand how this will be used and how access will be facilitated.

Preliminary notes from Urban Design:

It is recommended that the main access to the apartment building needs to be improved. For example:

- Provide a sheltered threshold
- Include a lobby area that provides adequate space to allow for furniture moving, and people to wait. Include areas for mailboxes and a secure parcel drop

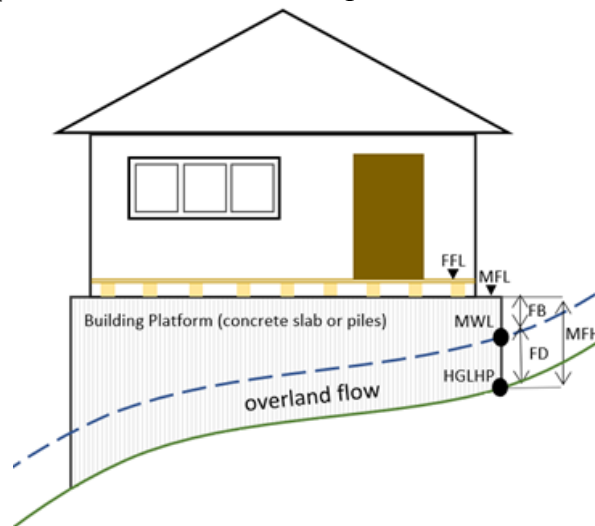
It is recommended that the applicant include clothes washing and drying facilities within each unit and sufficient indoor and outdoor storage.

Access to the rubbish storage area is not ideal, with residents having to take rubbish out to the street and then back into the northern portion of the site. Is it possible to provide direct access from the northern end of the corridor?

The proposal includes vegetation and works within road reserve. Has this been approved by the Councils encroachment, and parks and gardens teams? As the proposed vegetation within the road reserve along the Main Road boundary will be important for softening and integrating any larger development, support from these two teams will be crucial.

Preliminary notes from Wellington Water Limited:

At the time of the pre app the flood model for this area had not been finalised. The WWL modelling team have been approached and have confirmed a minimum floor level (to the underside of the floor slab) of 21m aMSL (Wellington 1953 Datum) or 600 mm above the highest ground level on the perimeter of the house (refer diagram below). The applicant's proposal is based on a FFL of 20.65 m, which is in some places lower than the existing ground level. This may require the floor levels to be updated.



The applicant should be additionally advised that:

- The public water main may need to be extended to meet firefighting requirements.
- The fire – fighting requirements for the multi-unit development will need to be confirmed at detailed design stage and calculations required (based on pressure logging) if > FW2 classification is required.

Preliminary comments in regard to waste collection:

Considering the number of apartments and that space on road reserve is limited, the Council would recommend that waste and recycling services are to be provided privately in line with the requirements the Council's Solid Waste Management and Minimisation Bylaw 2020: <https://wellington.govt.nz/rubbish-recycling-and-waste/waste-bylaw>

Guidelines 4.18 and 4.19 of the Residential Design Guide should also be considered.

It is likely that amount of waste and recycling presented at the kerbside on collection day outside of the private driveway along Hillview Crescent will be limit access to the street to other users and it may be recommended that future occupants do not use the Council's kerbside service and a communal waste/recycling collection space is best for the site.

Preliminary waste volumes have been estimated as follows (assume 2 persons per bedroom):

Waste Type	Volume per week (Litres)	Max receptacle size due to weight concerns when some form of manual handling of bins are required.
Waste	3300	660 litres bin
Recycling (without glass)	1720	660 litres bin
Green Glass	580	240 litres bin
Clear Glass	290	240 litres bin
Brown Glass	290	240 litres bin

For private collection care must also be taken on how the vehicle can access the site. Ideally, the vehicle should be able to enter and leave the site without reversing. Operating vehicles also have height restrictions and width restrictions.

The communal waste area should also be designed appropriately:

- Screened visually.
- Roof may be required to ensure it limits litter.
- Suitable lighting and ventilation
- Water and grey water connections within to allow for cleaning
- Accessibility considerations to allow wheelchair users to access the site.

Preliminary notes from the Encroachment Clearing House:

There is a setback requirement of 3m from the road. Retaining wall cuts into legal road supporting public footpath are not desirable and may not be supported.

Note also the trees obstructing safe visibility to McLellan Street intersection are not supported. The height of vegetation in the sight area should be 1m or less.

Preliminary Transport and Traffic comments:

On-site parking

Bike parking is not adequate. Council would recommend at least one bike parking per unit as there is no on-site car park.

The width of the proposed vehicle crossing is 4m. This is acceptable as it is within the permitted 6m width for vehicle crossing.

Site Access and Manoeuvring

Trade's servicing/ loading vehicles can use the proposed on-site loading area if it meets NZS2890.1:2004 standards.

The proposal will remove two existing vehicle crossings. This is acceptable as one of the existing vehicle crossings is at an intersection.

The sightlines at the proposed crossing meet the 40m requirement in both directions on Main Road.

Transport & Traffic:

Main Road is a Principal Road which has high volume of traffic and cyclist. The width of the carriageway could only accommodate live traffic. It has flush median which can be used by turning traffic. Main Road has two traffic lanes i.e., one lane in each direction. They have edge lines on both sides of the road with footpath. Main Road is unsuitable for car parking.

McLellan Street is a local road with footpath on both sides. Street parking is not restricted now as the demand for parking is low. There are few locations along McLellan Street which is unsuitable for parking. Council will investigate further and take appropriate measures to restrict parking at few locations. Nathan Street is a local road which has moderate demand for parking as not all properties have on-site parking. The demand for parking along Nathan Street and McLellan Street will increase due to the proposed development.

The applicant's traffic engineer calculated the demand for car parking from this proposed development. According to census data, the average vehicle ownership from 2-bedroom facility is 0.9. So, $(24 * 0.9 = 22)$ 22 car park spaces should be available for this development. There are number of parking spaces along McLellan Street and Nathan Street, but few spaces will be restricted in the future as they are unsuitable for parking. The applicant's traffic engineer stated that there will be some impacts on both the street with the increase in car parking demand for these spaces. He also stated that effects are minor as the increase in parking is likely to be noticeable. I agree with the applicant's traffic engineer and say that the effects are minor regarding parking spaces.

I can't confirm the number of available parking spaces within 50m from the subject site as council is investigation further to install broken yellow lines at unsuitable locations.

The applicant is restricted to use only other modes of transport (Taxi, etc).

Linden Station is 750m away from this subject site. Tawa town centre and super market is 1km away from this site. Bus stop is outside this site. There is pedestrian crossing within 50m on main road close to this location for pedestrians to cross road.

Earthworks

The proposal is expected to be more than the permitted volume of earthworks. As this exceeds the 200 m³ threshold under rule 30.2.1.1, the Council has discretion regarding the effects of the transportation of earthworks materials. It is recommended that a construction traffic plan is provided as a condition of any consent.

Responding to this request:

Pursuant to section 92A(1) of the Act, ***within 15 working days*** of the date of this letter you must either:

- provide the requested information; or
- provide written confirmation that you can not provide the requested information within the time frame, but do intend to provide it; or
- provide written confirmation that you do not agree to provide the requested information.

The processing of your application has been put on hold from 19 January 2022 and any time taken by you to provide all required information is excluded from any time limits for processing your application.

If you cannot provide the requested information within this time frame, but do intend to provide it, then please provide:

- written confirmation that you can provide it
- the likely date that you will be able to provide it by, and
- any constraints that you may have on not being able to provide it within the set time frame.

The Council will then set a revised time frame for the information to be provided and provide this to you in writing.

If you have provided all the requested information, then we will consider its adequacy and make a decision on the scope of this. A decision will then be made on whether any parties are considered adversely affected from whom you will need to obtain written approval in order for the proposal to be considered on a non-notified basis, or whether your application requires notification or limited notification.

If you have not provided the requested information because you did not respond to the request, or agreed to respond but did not deliver within the agreed timeframe, or refused to provide the information, the Council must notify the application under section 95C of the Act prior to being able to proceed further. Please note that the Council has the ability under section 36AAB(2) of the Act to leave the application on suspend until the notification fee has been paid to it in full.

If you require any further clarification or would like to discuss this matter, please contact me on the number below.

Yours sincerely,



Daniel Wood
Senior Consents Planner
Wellington City Council
Telephone 021 729 939

Delegated Code: 9