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09 May 2025

Cameo Projects
C/- Hayden Taylor
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Resource Consent Number: RM255043 & 255044
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Tēnā kōrua Hayden / Cameo Projects

Request for further information

A more detailed assessment of your application has occurred and further information is requested to gain a full understanding of the proposal and/or its potential environmental effects (pursuant to section 92(1) of the Resource Management Act 1991 (the Act)):

To gain a full understanding on the nature of the activity, the following information is required:

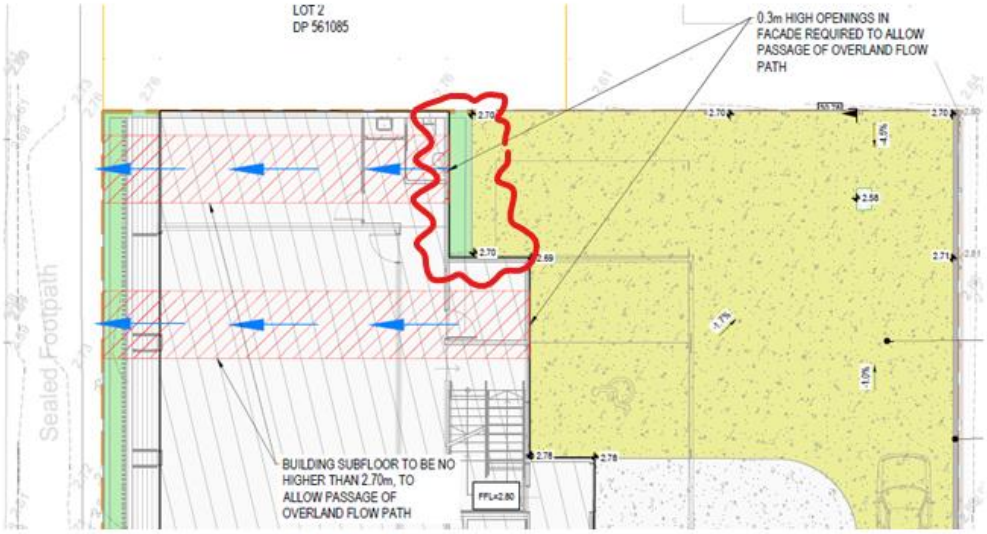
1. Council's soil contamination advisor Martyn O'Cain Certified Environmental Practitioner (Contaminated Land) for Envirolink Ltd has asked for clarification on some aspects of the DSI as follows:

    a) Please confirm what decade the dwellings and garages were constructed. What decade dwelling modifications were undertaken (if any). If known, what was the land used for prior to residential development? Dwelling alterations may have resulted in impact to ground.
    b) We agree with the classification of the site as 'HAIL I' due to lead based paint in deteriorated condition. For asbestos building products in deteriorated condition, we would suggest including 'HAIL E1' 'Asbestos products manufacture or disposal, including sites with buildings containing asbestos products known to be in a deteriorated condition', please amend the DSI to address.
    c) Please justify why the samples were collected at the chosen depths? In accordance with CLMG 5, surficial topsoil samples (when assessing ingestion or dermal exposure pathways) should be collected between 0-75 mm. The majority of topsoil samples were collected from 200 mm depth.
    d) There is a limited description of ground conditions encountered during the fieldwork. Logs have not been provided. Please confirm if any fill was encountered, and if so where and to what depth? Please confirm if there was any anthropogenic material within the soil (e.g. wood, paint flecks, cement board etc.) In accordance with CLMG 5, photographs should be taken of the sample locations and ground conditions encountered.
    e) Please justify the adoption of the land use scenario – residential? The NES CS applies when there is a change of land use. The applicable land use scenario that should be reported in the risk assessment is the proposed / future land use which is commercial. The commercial standards should be used as being the closest scenario for protecting the hotel workers; hotel residents are not included due to

the temporary exposure scenario. The existing land use (residential) is not applicable in the context of the proposed development.

Please review and amend the results table in Appendix F and update the report accordingly. The results for mercury, zinc and nickel in Table 1 in Appendix F are presented incorrectly (e.g. the zinc results are presented as mercury). And note it will be necessary to undertake TCLP testing on zinc to confirm soil disposal options.

2. Council's Activity Engineer – Flood Protection and Coastal Hazards Toby Kay has asked for confirmation that the secondary flow paths proposed will allow flows to pass through the site from both #33 and #43 Beach Road as shown on draft secondary flow path mapping (it's not clear if the level of the narrow green rectangular area abutting on #43 allows this to occur – see below)



3. Please provide details of the location of the replacement power network transformer and its relationship with the proposed overland flow path/ modelled inundation levels, along with evidence of consultation with the network utility operator and confirmation of the feasibility/ safety of incorporating a replacement transformer into the building or site design.

4. Please provide additional detail on the depth of flooding/ inundation on the site at the accessible entrance to the building, and whether the accessible entrance is appropriate and safe for people with reduced mobility to use in a natural hazard event.

5. Council's Senior Engineer – Land Development, Shane Overend has asked for the following information to complete a servicing/ infrastructure assessment of the proposal:

    a) A longitudinal section along the line of the proposed stormwater pipe from the crown level of the road to the catchpit (sump) at the head of their line, showing the existing and proposed finished levels, pipe gradient, pipe cover etc. This is needed to determine whether the proposed pipe meets the minimum requirements of the NTLDM, as it is noted that Drawing 2410250 / C3.0 in Appendix A shows that at least one of the surface drainage devices within the site has a lid level less than the crown level of the road.
    b) An assessment against the requirements of Section 5.4.5.2 of the NTLDM with regards to the following highlighted sections:

5.4.5.2 The minimum freeboard from the hydraulic grade level of the primary system to the finished ground level shall be 250mm (including for open channels, streams and rivers where the freeboard from the top water level to the top of bank will be 250mm). These figures are a subset of the total freeboard to building platforms as per Table 5-4.

On new subdivisions lot/section, levels (where practicable) shall have the minimum finished ground level being greater than the crown level of the road to which the pipe storm water from the allotment is drained.

c) All redundant wastewater connections should be disconnected and sealed at the point of connection to the NCC network. Please amend the services plan to show this.

6. To understand the effects of the proposal on the surrounding transport network, and to aid Council's Team Leader Transport Activity Management Caron Greenough in completing her advice on the transport effects of the proposal, the following information is required:

a) An updated site plan with full tracking curves showing service vehicles can turn on site and exit in a forward manner, or an assessment of the effects if on-site turning cannot be achieved.
b) Confirmation of the type and maximum size of service vehicles expected to access the site.
c) An updated site plan demonstrating that service vehicles and accessible vehicles are clear of the shared path on Waikare Street while using the intercom/ waiting to be granted access to the carpark.
d) Please provide a more detailed assessment of the parking effects on the surrounding streets/ transport network, including:
    a. what is the average occupancy of the hotel expected to be, what is the peak arrival and departure of visitors to the hotel.
    b. What is the maximum number of staff members expected to be on site at any one time, and how will they travel to the site and manage their parking requirements.
    c. Confirmation of whether the TIA parking demand of 28-38 spaces for a 47-unit hotel is comparable to other hotels of a similar size and location, and if the 60-80% occupancy rate aligns with the economic viability information the hotel is relying on to support their need for the increased building height. These parking demand numbers can then be subtracted from the expected availability to understand what the supply and demand will look like and if demand exceeds supply what mitigation might be offered – this does not necessarily equate to more parking spaces.
    d. The Tahunanui Parking Management Plan ("the Plan") clearly showed that there is likely to be growth in the area. While we were not expecting the applicant to redo the parking occupancy surveys, an estimation of growth in the area between the previous surveys and today could be calculated to understand a current baseline. Anecdotally we are very aware that there is pressure for parking in the area, which was also mentioned in the Plan, and while we don't generally design for peaks this should be considered in this assessment.
    e. Consideration of cycle parking – the NRMP does not currently require on-site bicycle parking for any activities but is being considered as part of Plan Change 29. The site also sits on a significant cycle route for the City. Cycle parking might mitigate some of the parking requirements, especially for staff.
e) Taking into account the NZ Building Code accessibility rules, please advise how may accessible rooms are required and proposed for the hotel? If all accessible guest rooms are fully occupied how will the visitor access and parking

requirements be met? Is it a requirement or industry best practice to allocate accessible parking spaces based on total capacity of accessible guest rooms?

Note: the NPS-UD only required council to remove the mandatory parking minimums from the NRMP, it does not absolve the applicant of any need to assess the effects associated with an increase in parking demand on the surrounding on-street public car parks, and Territorial Authorities can, under Section 104(2) of the RMA, when considering an application for resource consent, form an opinion on the actual and potential effects on the environment. Territorial authorities therefore still have the ability to consider car parking effects particularly with a discretionary or non-complying activity[1], and in consideration of the policy guidance of the operative NRMP policy DO10.1.6.

7. To understand the urban design impacts of the proposal on the neighbourhood character and neighbouring properties, and to allow Council's Urban Design advisor Susannah Goble to complete the urban design assessment against policies DO13A.4 & DO13A.5, the following information is required:

    a. Further landscaping details, including proposed planting, paving, fencing, exterior lighting and screening of utilities such as heat pump units.
    b. Details around the 'accessible' back entrance and how accessibility, safety, and legibility will be achieved e.g. automated pedestrian gate, intercom, passive surveillance, visual cues, lighting (taking into account the additional questions about this in question 5 above).
    c. Any details around the design of the development and building that will provide for flexibility to adapt the building and spaces in the future to accommodate a range of uses.
    d. Any details around the sustainable design of the building including re-use of rainwater, proposed materials, energy sources, etc.

In addition, please note that Ms Gobel advises that, at this stage of the application process, the proposal does not have her support in terms of urban design effects. Her preliminary advice states:

"The proposal does not meet with Policy SC2.5 as the size and scale of the building detracts from the character and amenity of neighbouring areas. This is primarily due to the overall height being out of character with the Suburban Commercial Zone and the Residential Zone and, to a lesser extent, due to the impact on the amenity of the neighbouring residential area in relation to privacy and shading. The design of the side / rear elevations of the building impact on the amenity of the neighbouring residential apartments within the Suburban Commercial Zone.

The street-facing design of the building has many positive qualities, is visually coherent, and would be generally acceptable from an urban design perspective in terms of public realm interface, however the location of building adjacent to the Residential Zone means the effect on the character and amenity of this zone cannot be supported.

In order to achieve urban design support under Policy SC2.5 the height of the building would need to be reduced, and the following building modifications should be considered:

- Removal of balconies on the western elevation, to reduce privacy and dominance impacts on the adjacent residential neighbours.

[1] https://environment.govt.nz/assets/Publications/Files/car-parking-factsheet.pdf

- Modulation on the eastern and southern elevations. These elevations result in large area of blank wall that do not provide visual interest, a sense of human scale and will increase the perception of bulk.

- Consideration of the fenestration pattern (window alignment) on the eastern elevation to promote visual amenity.

- Inclusion of bicycle parking on-site for employees and guests, to provide options for all modes of movement and ensure guests have an off-street location to store bikes.

This preliminary advice is included in this request for information, in advance of any formal decision on whether the application needs to be notified under sections 95-95E of the Act, to provide the applicant with an opportunity to consider design revisions or obtain additional urban design assessment to support the proposal and respond to the preliminary concerns raised.

When and how to respond

You must respond to this request by **30 May 2025** in accordance with section 92A(1) of the Act. You may either:

(a) Provide the information (and then the processing of your application will continue); or

(b) Write to tell us you will provide the information but need more time; or

(c) Write to tell us you refuse to provide the information.

Please note that should further questions arise as a result of the further information provided, your application will remain on hold until all questions are resolved.

If you do not respond by **30 May 2025** or refuse to provide the information, Council must continue processing your application (under section 92B(2) of the Act), but your application is likely to be notified (which will cost more) and/or declined.

Please contact me if you would like to discuss any matters relating to this request.

Ngā mihi nui



Coralie Barker
Consultant Planner (Senior)