
I hereby give notice that a hearing by commissioners will be held on:

Date: Wednesday 01 November 2023
Time: 9.30am
Meeting Room: Council Chamber
Venue: Ground Floor, Auckland Town Hall,
301 Queen Street, Auckland Central

HEARING REPORT

**74 AND 80 GREAT SOUTH ROAD, REMUERA,
AUCKLAND**

DILWORTH TRUST BOARD

COMMISSIONERS

Chairperson Nicki Williams (Chairperson)
Commissioners TBA
Alan Pattle

CHAYLA WALKER
KAITOHUTOHU WHAKAWĀTANGA
HEARINGS ADVISOR

Telephone: 09 890 2009 or 027 231 5937
Email: chayla.walker@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual hearing procedure is:

- **the chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- The **applicant** will be called upon to present their case. They may be represented by legal counsel or consultants and call witnesses in support of the application. The hearing panel may ask questions of the speakers.
- The **local board** may wish to present comments. These comments do not constitute a submission however the Local Government Act allows the local board to make the interests and preferences of the people in its area known to the hearing panel.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The **applicant** or their representative then has the right to summarise the application and reply to matters raised. Hearing panel members may further question the applicant. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chairperson** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.
- Decisions are usually available within 15 working days of the hearing closing.

Please note

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

A NOTIFIED RESOURCE CONSENT APPLICATION BY DILWORTH TRUST BOARD

TABLE OF CONTENTS		PAGE NO.
Reporting officer's report		5 – 108
Attachment 1	Application documents - This Appendix has not been attached to this agenda and is available on the Auckland Council website HERE (under "Application Material")	109 – 110
Attachment 2	s92 letter and s92 responses – The responses have not been attached to this agenda and are available on the Auckland Council website HERE (under "Application Material")	111 – 118
Attachment 3	Council specialist memos	119 – 218
Attachment 4	Notification report	219 – 236
Attachment 5	Map of submitters	237 – 238
Attachment 6	Submissions	239 – 312
Attachment 7	Local board comments (email)	313 – 320
Attachment 8	Post-notification information	321 – 326
Attachment 9	Final drawing set (<i>as referenced in Condition 1</i>)	327 – 376

Angelika Vaze, Planner

Reporting on an application to construct and use two new nine storey mixed use buildings with residential, retail and commercial activities; earthworks and stormwater discharge to land at 74 and 80 Great South Road, Remuera, Auckland. The reporting officer is recommending, subject to contrary or additional information being received at the hearing, that the application be **CONSENTED** to, subject to certain conditions.

APPLICANT: DILWORTH TRUST BOARD

SUBMITTERS:	
Page 240	Scentre Group - Justin Kean
Page 242	Newmarket Business Association - Mark Knoff-Thomas
Page 246	Colliers New Zealand Limited - Alan McMahan
Page 250	Jones Lang Lasalle - Jonathan Manns
Page 254	Dilworth School - Dan Reddiex
Page 259	Crocker Property Group - Shanon Aitken
Page 262	Simon Wilson
Page 264	CBRE Limited- Natasha Sarkar

Page 266	Sumitra NZ Limited-Anuj Gupta
Page 270	Rodrigo Ilo
Page 272	Jiong Lu
Page 274	Meijue Fu
Page 276	Michael Greenwood
Page 281	Lixia Huang
Page 284	Hua Xie
Page 288	Edbrooke Property Ltd - Chris Bufton
Page 290	Landseer Motor Investments Auckland Limited - Matthew Wales
Page 294	Harrison Fernandes-Burnard
Page 296	Ngaati Te Ata Waiohua - Karl Flavell
Page 301	Yicen Fan
Page 303	James Braund
Page 307	Ngati Whatua Orakei
Page 308	Chelsea Advisory
Page 311	D Tanner and Lynne Reindler Trustees Ltd

Report on an application for resource consent under the Resource Management Act 1991 (RMA)



Restricted discretionary activity

To: Independent Hearing Commissioners
From: Angelika Vaze, Intermediate Planner, Central Resource Consents
Hearing date: 1 November 2023

Note:

- This is not the decision on the applications.
- This report sets out the advice and recommendation of the reporting planner.
- This report has yet to be considered by the independent hearing commissioners delegated by Auckland Council to decide these resource consent applications.
- The decision will be made by the independent hearing commissioners only after they have considered the applications and heard from the applicant, submitters and council officers.

1. Application description

Application numbers: BUN60416582 (Council reference)
LUC60416583 (s9 land use consent)
DIS60416584 (s15 stormwater permit)

Applicant: Dilworth Trust Board

Site address: 74 and 80 Great South Road Remuera Auckland 1051

Lodgement date: 16 March 2023

Notification date: 13 July 2023

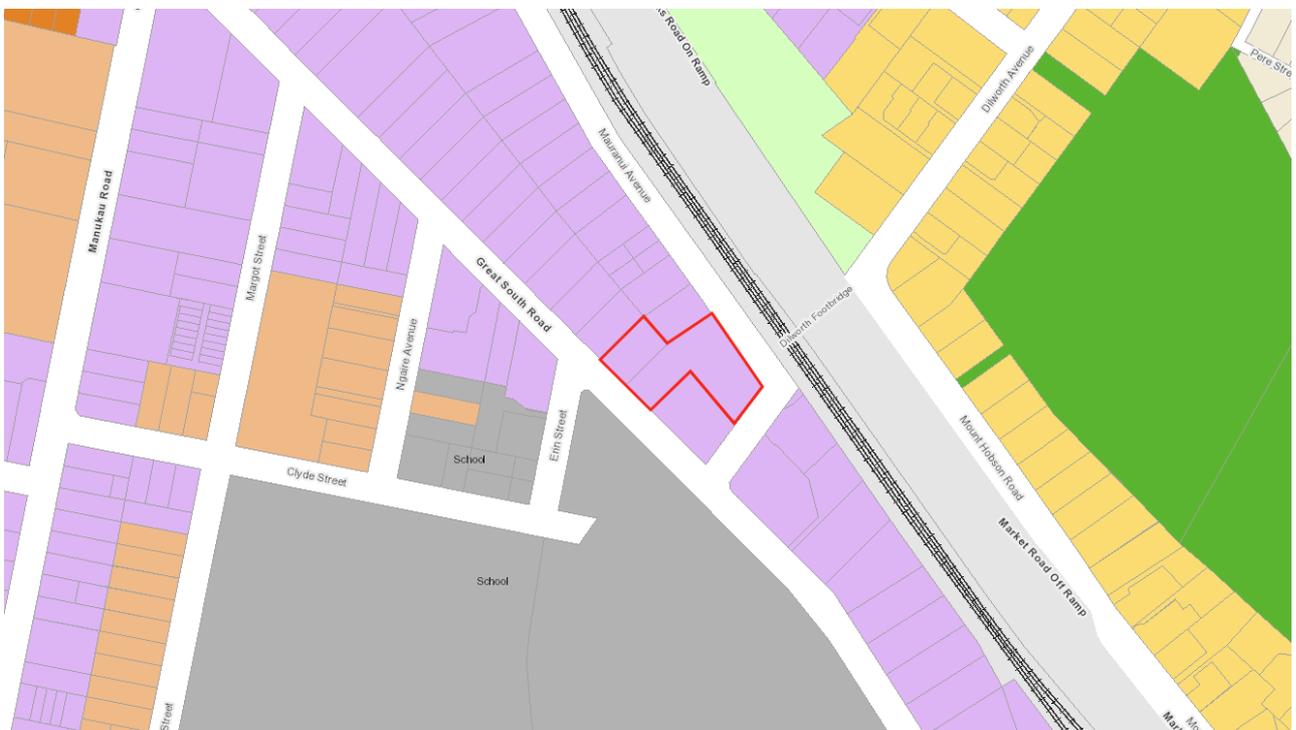
Submission period ended: 11 August 2023

Number of submissions received: 15 in support
0 neutral
9 in opposition

2. Locality Plan



Figure 1: Aerial view of subject site (yellow outline) and surroundings. Source: Auckland Council GIS.



Special Purpose Zone	■
Business - Mixed Use Zone	■
Residential - Mixed Housing Suburban Zone	■
Residential - Mixed Housing Urban Zone	■
Residential - Terrace Housing and Apartment Buildings Zone	■
Open Space - Conservation Zone	■
Open Space - Informal Recreation Zone	■
Open Space - Sport and Active Recreation Zone	■

Figure 2: Zoning applicable to the subject site (red outline) and surrounding sites as per the AUP(OP) and supporting key (left). Source: Auckland Council GeoMaps.



Figure 3: Zoning map for the subject site (red outline) and surroundings reflecting zone modifications proposed under Plan Change 78. Source: Auckland Council Plan Change 78 map viewer.

3. Application documents

The list of application documents and drawings is set out in ‘**Attachment 1**’ of this report.

4. Adequacy of information

The information submitted by the applicant is sufficiently comprehensive to enable the consideration of the following matters on an informed basis:

- The nature and scope of the proposed activity that the applicant is seeking resource consents for.
- The extent and scale of the actual and potential effects on the environment.
- Those persons and / or customary rights holders who may be adversely affected.
- The requirements of the relevant legislation.

A request for further information under s92 of the RMA was made on 31 May 2023. The applicant provided all of the information requested on 15 August 2023. The s92 request letter and responses provided can be found in ‘**Attachment 2**’.

5. Qualifications and/or experience

I hold Post Graduate Degrees in Urban Planning and Urban Design from The University of Auckland, which I obtained in 2020 and Bachelor of Architecture Degree from The University of Pune (India), which I obtained in 2014.

I have four (4) years of planning and resource management experience. My experience includes working at Auckland Council since 2019 as a planning information advisor and resource consents planner, and I currently hold the position of Intermediate Planner.

I also have four (4) years of experience as a junior architect in both public and private sector agencies across India.

6. Report and assessment methodology

The applications are appropriately detailed and comprehensive and include a number of expert assessments. Accordingly, no undue repetition of descriptions or assessments from the applications is made in this report.

I have made a separate and independent assessment of the proposal, with the review of technical aspects by independent experts engaged by the council, as needed.

Where there is agreement on any descriptions or assessments in the application material, this is identified in this report.

Where professional opinions differ, or extra assessment and / or consideration is needed for any reason, the relevant points of difference of approach, assessment, or conclusions are detailed. Also – the implications for any professional difference in findings in the overall recommendation is provided.

The assessment in this report also relies on reviews and advice from the following specialists:

- Rajesh Jeyaram – Senior Development Engineer (Auckland Council)
- Honwin Shen – Senior Traffic Engineer (Auckland Council)
- Maree Gleeson – Infrastructure and Environmental Services Specialist (Healthy Waters)
- Divya Kataria – Development Engineer (Watercare Services Ltd.)
- Neil Stone – Senior Development Planner (Auckland Transport)
- Christine Oakey – Senior Environmental Management Consultant (External consultant from 4sight Consulting Ltd.) – *pertaining to stormwater quality discharge matters.*
- Jan Burberry – Waste Planning Advisor (Auckland Council)
- Shay Launder – Principal Urban Design (Auckland Council)
- Ainsley Verstraeten – Principal Landscape Architect (Auckland Council)
- Gabrielle Howdle – Specialist Landscape Architect (Auckland Council) – *handover from Ainsley Verstraeten*
- Andrew Gordon – Senior Specialist Contamination, Air & Noise (Auckland Council) – *pertaining to noise and vibration matters.*

- Rachel Terlinden – Specialist Contamination, Air and Noise (Auckland Council) – *pertaining to contamination matters.*
- Regine Leung – Specialist Earth, Streams & Trees (Auckland Council) – *pertaining to street tree matters.*

These assessments are included in **Attachment 3** of this report.

This report is prepared by:

Angelika Vaze, Intermediate Planner, Resource Consents

Signed:



Date:

Date: 6 October 2023

Reviewed and approved for release by:

Angie Mason, Team Leader, Resource Consents

Signed:



Date:

Date: 6 October 2023

7. Executive summary

Dilworth Trust Board ('the applicant') has submitted this application seeking land use consent and discharge permit as required to undertake development at 74 and 80 Great South Road, Remuera. The application includes a proposal to establish and use a mixed-use development including two retail units, two commercial units and 191 residential units distributed across two 9 storey buildings with supporting communal outdoor living, parking and utilities. The proposal also includes development of an on-site stormwater management system including two soakholes and associated treatment and mitigation devices for stormwater run-off from impervious areas on site.

The site is zoned 'Business – Mixed Use Zone' (BMU) under the 'Auckland Unitary Plan (operative in part)' (AUP(OP)) and is subject to a road widening designation (Designation 1618) in favour of Auckland Transport and airspace restriction designation (Designation ID 1102) in favour of Auckland International Airport. The north-eastern section of the site is located within a flood plain as indicated by Auckland Council (GeoMaps) and a detailed site investigation has identified levels of contamination across both sites.

Noting the above, resource consent is required for development and development enabling activity required to establish the two new buildings, associated access, landscaping and other operational requirements to facilitate use of the site for residential, commercial and retail activity as proposed. The proposal requires two types of resource consents pursuant to s87 of the RMA, a land use consent under s9 and a discharge permit under s15 of the RMA. The proposal triggers reasons for consent and requires assessment under the AUP(OP) and the 'National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health' (NES:CS). The reasons for consent are considered together resulting in an overall activity status of restricted discretionary.

The application was publicly notified on request of the applicant pursuant to s95A(3)(a) and 24 submissions were received at the close of the submission period. This included 15 submissions in support and 9 in opposition with 6 submitters requesting to speak to their submissions at a hearing.

The key resource management matters requiring assessment relate to the additional height proposed for both buildings and the associated built form and intensity outcomes in the context of the zone as well as effects on adjacent public streets, open spaces and sites. Other matters requiring assessment include the proposed stormwater discharge to land, earthworks, construction and operational noise and vibration, traffic effects, street tree removal, development within a flood plain and associated risks and land disturbance involving contaminated soil.

The applicant has engaged the required specialists to provide assessments relating to all aspects of the site and proposal as required. This has in turn been reviewed by Council's specialists who generally concur with the findings and recommendations put forth by the applicant's team. Council's specialists have also reviewed the submissions received and provided comment where issues raised relate to their areas of expertise.

Having assessed the application and its supporting documents as well as having reviewed and considered findings and advice from technical experts and the submissions received, I

consider the outcome of the proposal and its associated effects to be acceptable as it is generally consistent with the relevant statutory provisions.

Therefore, subject to new or contrary evidence received, it is recommended that this application for resource consent is granted subject to conditions.

8. The proposal, site and locality description

Proposal

The proposal involves re-development of the site to accommodate a new 'build-to-rent' mixed-use development requiring land use consent pursuant to s9 of the RMA and a discharge permit pursuant to s15.

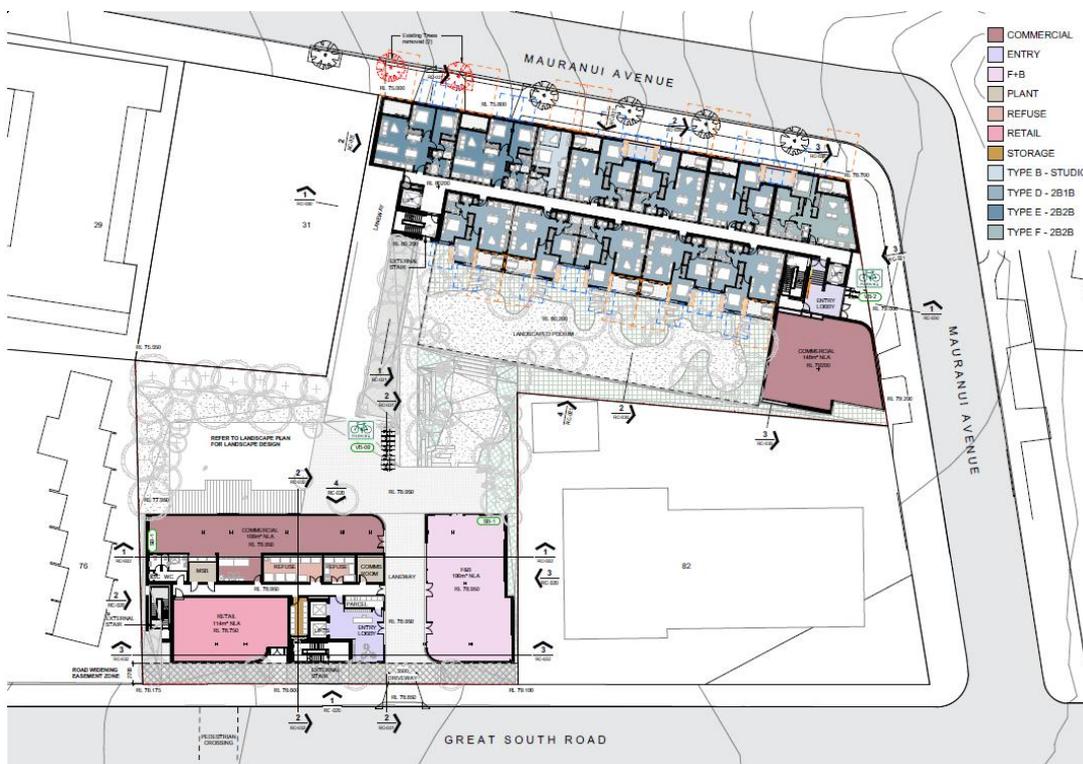


Figure 4: Ground floor site plan. Source: Application drawings prepared by Jasmx.



Figure 5: Birds eye view of proposal demonstrating internal amenity. Source: Application drawings prepared by Jasmax.



Figure 6: Floor plans for Levels 1 – 7 of both buildings. Source: Application drawings prepared by Jasmax.



Figure 7: View of the proposal looking south along Great South Road. Source: Application drawings prepared by Jasmax.



Figure 8: View of the proposal looking south along southern motorway. Source: Application drawings prepared by Jasmax.

The key aspects of the proposal include:

- Demolition of existing buildings and accessory structures on site and general site clearance.
- Removal of existing vehicle crossings and reinstatement as kerb/berm/footpath as required.
- Removal of two street trees (Pūriri) along northern Mauranui Avenue frontage to allow for construction of new access, with proposed replacement planting of 9 new street trees along the north and east Mauranui Avenue frontages.
- Construction of three new vehicle crossings including –
- Two vehicle access points along the site’s north-east Mauranui frontage, the northern most vehicle crossing providing an entry-only access for service vehicles leading to the shared laneway and the southern vehicle crossing providing two-way access to the basement parking below the proposed Mauranui Building.
- On Great South Road, one new crossing providing access for pedestrian and active travellers (bicycles, scooters) and exit-only provisions for service vehicles that enter the site via the northern Mauranui vehicle access.
- Pedestrian access to the site is provided via all three site frontages.
- Construction of two new nine storey buildings, one fronting Great South Road (the ‘GSR building’) and one fronting Mauranui Avenue (the ‘Mauranui building’) arranged around an extensively landscaped internal courtyard. Overall, the proposal includes:
- 191 apartments including a mix of 8 typologies ranging from studio to three-bedroom units.

Type	Count	Proportion
1B1B	30	16%
2B1B	97	51%
2B2B	40	21%
3B2B	8	4%
STUDIO	16	8%
Grand Total	191	100%

Figure 9: Combined residential yield table. Source: Page 22 of Application AEE.

- Shared roof terrace and ground floor amenity areas for residents.
- Ground floor commercial and/or retail floor space equating to a total of 620m² GFA distributed between the two buildings.
- Basement car parking in a stacked arrangement for residents.
- Bicycle parking for both residents as well as visitors.

The above uses are accommodated as follows:

The GSR Building:

- At ground floor – 1 food and beverage unit, 1 retail unit and 1 flexible commercial unit along with an entrance lobby and utility areas, including separate commercial and residential waste storage rooms;
- 74 residential units across eight (8) floors;

- All parking provisions provided for in the Mauranui Building; and
- Shared roof top areas for residents including an enclosed area opening out onto a roof top garden.

The Mauranui Building:

- Basement including parking for residents with space for 83 cars and 193 bicycles along with utility areas;
 - Ground floor commercial unit;
 - 117 residential units across nine (9) floors; and
 - Shared roof top areas for residents including an enclosed terrace and roof top garden (only accessible for maintenance).
- Shared ground floor internal courtyard with extensive landscaping including areas of dense native planting areas, community gardens, outdoor play and social areas.
 - Infrastructure and servicing arrangements including:
 - Stormwater discharge via two new soak holes with associated detention tanks and treatment device.
 - Wastewater and water supply (potable and non-potable) via connections to existing public infrastructure.
 - Waste collection proposed via private service with residential and commercial waste storage areas in the basement level.
 - Lift overrun and mechanical plants associated with the centralised ventilation system for each building will be located within an enclosure at roof level of both buildings.
 - Earthworks including rock breaking, compaction, piling and concreting for the creation of levelled building platforms, access and infrastructure requirements equating to total area of 4173m² and total volume of 6500m³.
 - Comprehensive development signage including wall-mounted building signs, signage associated with commercial/retail activity and way finding signage.

Site and surrounding environment description

Jono Payne of Campbell Brown Planning Ltd. has provided a description of the proposal, subject site and surrounding environment on pages 6 – 35 of the Assessment of Environmental Effects (AEE) titled: *'Dilworth Trust Board – Construction of two nine-storey buildings to accommodate a 191 unit 'build-to-rent' mixed used development with associated roof top and ground floor amenity areas, commercial floorspace, pedestrian accessways, bicycle and car parking and landscaping'*¹, project reference: 2323GSR21, dated 15 March 2023.

¹ Attachment 1: Appendix A

Subject site

In brief, the subject site comprises two adjoining sites located towards the southern end of the urban block bounded by Great South Road to the south-west and Mauranui Avenue to the north-east and south-east. The resulting irregular shaped site has three site frontages with existing vehicle access provided via the western (Great South Road) and northern (Mauranui Avenue) frontages. The site reflects a gradual slope down from the south towards the north-east corner and, as per Auckland Council GeoMaps, is partially located within a flood plain that flows over the eastern section of the site.

74 Great South Road has recently been cleared and is currently vacant, while 80 Great South Road is currently occupied by two double storey blocks and on-site car parking. This site was previously operated as a Motel but is currently being utilised for emergency housing purposes. Most of the subject sites are covered by impervious surfaces with no significant vegetation observed on site.

Surrounding locality

In addition to the description provided in the AEE, a further description and analysis of the immediate and wider context is provided on:

- Pages 11 – 19 of the 'Design Statement' titled '76 & 80 Great South Rd – Project Stellar Rev. B'² prepared By Jasmox, dated February 2023; and
- Pages 1 – 4 of the 'Urban Design and Landscape Assessment' (UDLA) titled 'Proposed Comprehensive Residential Development at 74 and 80 Great South Road, Epsom'³ prepared by R.A.Skidmore Urban Design Ltd. and dated March 2023.

Having undertaken a site visit on 28 April 2023, I concur with the descriptions of the subject site, and proposal provided in the aforementioned reports and as summarised above. I also concur with and adopt the description of the surrounding context as provided in these reports and have no additional comments.

9. Background

Relevant application background

This proposal has been reviewed by relevant Council officers at multiple stages prior to formal lodgement of the current application on 16 March 2023. A brief timeline of these reviews is provided below:

- July – November 2021 – Proposal came in through the Council's pre-application service seeking preliminary advice with regards to planning, urban design and development engineering matters. Written advice was provided in response to this with no formal meeting held.

² Attachment 1: Appendix B

³ Attachment 1: Appendix I

- November 2021 - July 2022 – The applicant subsequently requested that an ‘Urban Design Panel’ (UDP) be organised so as to present the proposal to, and get further guidance from an independent panel of experts. Three separate UDP’s were held including a panel with three independent planning and design professionals, the applicant’s team and relevant Council officers, culminating in the independent panellists providing general support of the proposal⁴.
- July 2022 – October 2022 – The application was lodged under the COVID-19 Recovery (Fast-Track Consenting) Act 2020 at which stage further comment was sought from relevant Council specialists and asset owners. Based on comments received, a recommendation was made to the Minister of the Environment that the standard RMA consenting process would be the preferred route for the assessment of the application. Reasoning in support of this conclusion included requirement for robust assessment of height infringements as well as servicing and infrastructure capacity concerns.
- October 2022 – February 2023 - Noting Council’s recommendation, the application was not accepted for processing under the COVID-19 Recovery (Fast-Track Consenting) Act 2020. Subsequent Council planner lead pre-application meetings were undertaken to identify any further information/outstanding matters that would need to be addressed prior to lodgement of application.

Consultation with mana whenua

As identified in section 8.1 of the AEE, the applicant sent out emails to all Mana Whenua with registered interest in the subject sites with the intention of engaging with them through the development of this proposal and application. Expressions of interest have been received from three iwi to date - Ngati Te Ata Waiohua, Ngāti Whātua Ōrākei and Te Akitai Waiohua.

While not a statutory requirement in this instance, on-going consultation with the identified iwi has been undertaken and is referenced through the design statement as well as in reports, assessments and correspondence provided by the applicant in support of the proposal. It is also noted that submissions in support of the proposal have been received on behalf of Ngati Te Ata Waiohua⁵ and Ngāti Whātua Ōrākei⁶.

Contamination

A combined ‘Preliminary Site Investigation’ and ‘Detailed Site Investigation’⁷(DSI) were undertaken by Engeo Ltd. on behalf of the application. The following potentially soil contaminating activities as per the ‘Hazardous Activities and Industries List’ (HAIL) were identified on site:

- Buildings containing lead-based paints and/or asbestos in a deteriorated condition; and

⁴ Attachment 1: Appendix R

⁵ Attachment 6: Submission 19

⁶ Attachment 6: Submission 22

⁷ Attachment 1: Appendix F

- Potential urban runoff associated contamination.

Noting this and the extent of soil disturbance proposed, the application has been assessed against 'Chapter E30 Contaminated Land' of the AUP(OP) as well as the 'National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health' (NES:CS). Findings from this assessment demonstrate that the proposal is a permitted activity under rule E30.4.1(A2) of the AUP(OP) and a controlled activity under Regulation 9 of the NES:CS. Reasons for consent and subsequent assessment have been undertaken accordingly.

10. Reasons for the applications

Resource consents are required for the following reasons:

Land use consent (s9) – LUC60416583

District land use (operative plan provisions)

H13 Business – Mixed Use Zone

- The proposal involves development of two new buildings and is a restricted discretionary activity under rule H13.4.1(A45).
- The proposal infringes the following standards and is a restricted discretionary activity under rule C1.9(2):

H13.6.1 Building height

- The proposed building along Mauranui Avenue will have a maximum height of 35.8m which exceeds the maximum permitted height of 18m by 17.8m.
- The proposed building along Great South Road will have a maximum height of 37.1m which exceeds the maximum permitted height of 18m by 19.1m.

H13.6.2 Height in relation to boundary

- The Great South Road building is located across the road from the Special Purpose School Zone and infringes the applicable 6m + 45⁰ recession plane by a height of 0.87m increasing to 4m over a length of 44.06m.

H13.6.3 Building setback at upper floors

- The proposed buildings both exceed 27m in height but are not set back from the site's Great South Road and Mauranui frontages by 6m above this height as required by Standard H13.6.3(1) and Table H13.6.3.1(B2).

H13.6.4 Maximum tower dimension and tower separation

- The Mauranui Avenue building has a plan dimension of 76.07m above 27m and therefore exceeds the permitted 55m and does not maintain the minimum 6m separation distance from the northern (side) boundary.
- The Great South Road building exceeds 27m in height and does not maintain the minimum 6m separation distance from the north-west (side) boundary.

H13.6.8 Wind

- Wind conditions at isolated areas of the internal courtyard (ground floor) and rooftop amenity areas may intermittently reach 'Category C' at some instances which exceeds the permitted threshold for these areas, i.e. 'Category B', as identified in Table H13.6.8.1.

H13.6.9 Outlook space

- The required outlook space from the dwellings in the **Mauranui Avenue Building** are infringing in the following instances:
 - On Levels 00 – 07, the principal living area outlook space from 15 street facing dwellings overlap by a depth of 1m approximately over a length of 6m at each instance.
 - On Levels 01 – 07, the outlook space from principal living areas of 7 dwellings overlaps the outlook space from principal bedrooms of 7 adjoining dwellings at the internal corner of the building by a depth of 3m over a length of 3m.
 - On Levels 01 – 08, the outlook space from principal living areas of 8 internal facing corner dwellings are partially obstructed by the building by a depth of 0.5m approximately over a length of 2m.
 - On Levels 01 – 07, the outlook space from principal living areas of 7 south-east facing dwellings are partially obstructed by the building by a depth of 0.5m approximately over a maximum length of 1.8m.
 - On Levels 00 – 08, the outlook space from the principal bedrooms of a total of 70 adjoining street facing dwellings and adjoining courtyard facing dwellings overlap by a maximum depth of 1.7m (approximately) over a length of 3m.
 - On Levels 00 – 08, the outlook space from the principal bedrooms of 79 dwellings are obstructed by the building by a depth of approximately 0.5m over a length of approximately 2.3m.

Note: All outlook space infringements identified above are demonstrated on Drawings No. RC-011, Rev. A; RC-012, Rev. A and RC-013, Rev. A⁸ all dated 03/03/2023 and prepared by Jasmox Ltd.

⁸ Attachment 1: Appendix C

- The required outlook space from the dwellings in the **Great South Road Building** are infringing in the following instances:
 - On Levels 01 – 08, the outlook space from principal living areas of 29 dwellings are partially obstructed by the building by a depth of approximately 0.5m over a length of approximately 2.3m.
 - On Levels 01 – 08, the outlook space from principal bedrooms of 30 dwellings are partially obstructed by the building by a depth of approximately 0.8m over a length of approximately 2m.
 - On Levels 01 – 07, the outlook space from principal bedrooms of 28 dwellings overlap by depths ranging from 1.5m approximately over a length of 3m.

Note: All outlook space infringements identified above are demonstrated on Drawings No. RC-011, Rev. A; RC-012, Rev. A and RC-013, Rev. A⁶ all dated 03/03/2023 and prepared by Jasmx Ltd.

E12 Land disturbance – District

- The total area of earthworks proposed is 6897m² which is greater than 2500m² and is therefore a **restricted discretionary activity** under rule E12.4.1(A6).
- The total volume of earthworks proposed is 6500m³ which is greater than 2500m³ and is therefore a **restricted discretionary activity** under rule E12.4.1(A10).

E17 Trees in roads

- The proposal involves the removal of two street trees (Pūriri) along the north-west Mauranui Avenue frontage which are greater than 4m in height and greater than 400mm in girth. Therefore, it is a **restricted discretionary activity** under rule E17.4.1(A10).

E23 Signs

- The proposal includes comprehensive development signage and is a **restricted discretionary activity** under rule E23.4.2(A53). The proposed signage includes wall-mounted building signs, signage associated with commercial/retail activity and way finding signage.

E25 Noise and vibration

- The proposal involves rock breaking, compaction works, piling for retaining and load bearing foundations and concreting operations that exceed the following permitted activity standards for construction noise and vibration and is therefore a **restricted discretionary activity** under rule E25.4.1(A2).

- Standard E25.6.27 (1) and construction noise levels set out in Table E25.6.27.1 (affecting residential activity) and Table E25.6.27.2 (affecting commercial activity) by levels and durations as indicated in the table below.

During retention augering -

Address	Extent of infringement
82 Great South Road	Up to 80dB LA _{eq} and 95dB LA _{max} – for up to 2 weeks approximately
31 Mauranui Avenue	Up to 75dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days
30 – 40 Mauranui Avenue	Up to 75dB LA _{eq} and 90dB LA _{max} – for up to 1 week
70 Great South Road	Up to 73dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days
29 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days

During excavation -

Address	Extent of infringement
82 Great South Road	Up to 75dB LA _{eq} and 90dB LA _{max} – for up to 1 week
29 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for up to 1 week

During rock breaking -

Address	Extent of infringement
82 Great South Road	Up to 73dB LA _{eq} and 95dB LA _{max} – for up to 1 week

During foundation augering -

Address	Extent of infringement
82 Great South Road	Up to 75dB LA _{eq} and 90dB LA _{max} –

	for up to 1 week
31 Mauranui Avenue	Up to 75dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days
30 – 40 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for up to 1 week
70 Great South Road	Up to 75dB LA _{eq} and 90dB LA _{max} – for up to 1 week
29 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for up to 1 week

E27 Transport

- The proposal involves accessory parking, loading and access that does not meet the following parking, loading and access standards and is a **restricted discretionary activity** under rule E27.4.1(A2):

E27.6.3.3 Access and manoeuvring

- All parking spaces provided as stacked parking in the basement of the Mauranui Avenue Building require more than one manoeuvre to exit the space and therefore do not comply with Standard E27.6.3.3(1) and Figure E27.6.3.3.1.

E27.6.3.5(d) Vertical clearance for loading

- The proposed laneway provides access for loading required to service the proposed development and has a vertical clearance of 3.5m where 3.8m is the minimum required.

E27.6.4.2 Width and number of vehicle crossings

- The separation distance between the proposed northernmost crossing along Mauranui Avenue (laneway entrance) and the adjoining crossing to the north (31 Mauranui Avenue) is 0.9m where 2m is the minimum required as per Standard E27.6.4.2.1(T146).

E27.6.4.3 Width of vehicle access

- The width of the proposed vehicle access providing entry to service vehicles via Mauranui Avenue serves nine or less parking spaces and measures 3.7m where 3.5m is the maximum permitted as per E27.6.4.3.2(T152).

- The proposal involves development of 191 new dwellings which exceeds the trip generation standards set out in Standard E27.6.1, specifically new development thresholds as per Standard E27.6.1(1)(a) and Table E27.6.1.1 (T1). Therefore, it is a **restricted discretionary activity** under rule E27.4.1(A3).
- The proposal involves construction and use of a vehicle crossing along the Great South Road frontage, which is subject to a 'Vehicle Access Restriction' (VAR) under Standard E27.6.4.1(3) as it is an arterial route. Therefore, it is a restricted discretionary activity under rule E27.6.4.1(A5).

E36 Natural hazards and flooding

- The proposal includes below ground parking located in the 1% annual exceedance probability (AEP) floodplain which is a **restricted discretionary activity** under rule E36.4.1(A26).
- The proposal involves construction and use of new buildings within the 1% AEP floodplain which is a **restricted discretionary activity** under rule E36.4.1(A37).
- The proposal involves the use of new buildings to accommodate residential activities which are considered a more vulnerable activity within the 1% AEP floodplain. Therefore, it is a **restricted discretionary activity** under rule E36.4.1(A38).

E40 Temporary activities

- The proposal may require site offices, site fencing and use of other construction equipment (temporary activities associated with building or construction) that may remain on site for longer than 24 months. Therefore, it is **restricted discretionary activity** under E40.4.1(A24).

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS)

- The provided combined 'Preliminary and Detailed Site Investigation' confirms that the subject site has been previously used for activity identified on the 'Hazardous Activities and Industries List' (HAIL). While the levels of contamination have been confirmed to be below the adopted human health criteria, the volume of soil being disturbed through the proposal exceeds that permitted by Regulation 8(c). Therefore, it is a **controlled activity** under Regulation 9(3).

Discharge permit (s15) – DIS60416584

Auckland Unitary Plan (Operative in part)

Regional land use (operative plan provisions)

E8 Stormwater – Discharge and diversion

- The proposal involves discharge of stormwater from impervious area ranging between 1000m² to 5000m² to land via three new soak holes. The proposed stormwater discharge complies with Standards E8.6.1 and E8.6.1.2 and is a **controlled activity** under rule E8.4.1(A9).

The reasons for consent are considered together as a **restricted discretionary activity** overall.

11. Status of the resource consents

Where a proposal:

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

the activities may be considered together.

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

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

12. Notification and submissions

Notification background

The applications were publicly notified on 13 July 2023 at the request of the applicant.

A copy of the s95 report for public notification can be found at **Attachment 4**.

Notice of the application were served on 13 July 2023 on those persons identified as being adversely affected by the proposal.

Submissions

When the submission period ended, a total of 24 submissions were received and no late submissions were received after the close of the submission period.

Of the submissions received:

15 in support

0 neutral

9 opposing

A summary of the issues raised in submissions together with the relief sought by the submitters is set out as follows:

This table is only a summary of the key issues raised in submissions. For the specific details, refer to the full set of submissions, included in '**Attachment 6**' to this report.

This summary of submissions identifies the following:

- the issues raised in submissions in terms of the key issues below
- details any relief sought by the submitter
- whether a submitter wishes to be heard at the hearing.

The following section is only a summary of submissions and that full copies of submissions are attached in '**Attachment 6**' of this report for further consideration.

Summary of submissions in support

Issues raised:		
1.	Intensity of proposed development and suitability in terms of location	10
2.	Housing model proposed; i.e. build to rent	6
3.	Quality, design of development and contributions to neighbourhood amenity	9
4.	Contribution to community's social, economic and housing needs	8
5.	Enabling efficient use of land and public infrastructure	7
6.	Enabling development of a well-functioning urban environment/ compact urban form	6
7.	Promotes use of more sustainable transport options	3
8.	Use of water conservation methods	2
9.	Contribution in terms of landscaping and biodiversity	3
10.	Appropriate consideration of flood management and mitigation measures	1
11.	Provision of accommodation and support for school staff/other locally employed people	2

Summary of submissions opposing

Issues raised:		
1.	Height of proposed buildings	8
2.	Level of residential intensification proposed	4
3.	Privacy effects for adjacent neighbours	5
4.	Loss of amenity for existing residential activity in the vicinity	7
5.	Disruption of views to and from surrounding Maunga	2

Issues raised:		
6.	Visual obstruction of view to the North Shore	1
7.	Disruption of views to Waitākere Ranges	1
8.	Traffic effects associated with inadequate on-site parking provisions	7
9.	Effects on pedestrian safety noting high volumes of school children	4
10.	Increase in traffic volume and effects in terms of functionality of both Mauranui Avenue and Great South Road	5
11.	Increased pressure on on-street parking and associated effects on local businesses as well as existing residential activity.	4
12.	Removal of street trees	4
13.	Effects of disturbance of contaminated soil on adjacent residents	4
14.	Risk of damage to nearby buildings from required earthworks (specifically piling)	3
15.	Sets a precedence for future development in the vicinity.	2
16.	Out of character when considered against existing architectural character of neighbourhood	1
17.	Increased pressure on existing infrastructure including water supply, waste management and public transport	1
18.	Environmental repercussions including ecological effects, urban heat island effects	1
19.	Operational noise post development	2
20.	Effects/disruption to residents/public during development	4
21.	Controls to vet future residents/ Diversification and growth of neighbourhood population	3
22.	Effects on property values	2
23.	Effects on safety and wellbeing of existing residents	1

Relief sought:		
A.	Refuse consent	3

Relief sought:		
B.	Grant consent	9
C.	Grant consent subject to changes	5
D.	Grant consent subject to conditions	1
E.	Relief not specified in submission	6

A table summarising the submissions received and whether those persons wish to be heard can be found in '**Attachment 6A**' to this report.

Three submissions were sent directly to the agent and/or applicant who then forwarded them on to Council. These submissions were received within the notified submission period two (2) in support and one (1) opposing the application.

Written Approvals

The following persons have provided their written approval, and which were still current at the time of this report:

Table 1

Address	Legal Description	Owner or Occupier
70 – 72 Great South Road, Epsom (Siesta Motel)	Lot 1 DP 569384 Lot 2 DP 569384	Occupier <i>Note: Dilworth Trust Board (applicant) is the owner of the sites.</i>

The assessment under s104 (in sections 14 below of this report) must disregard any adverse effect on these persons as they have provided written approval to the proposal (s104(3)(b)).

Amendments to the applications following notification

After the submission period ended, the applicant amended the proposal, and / or provided further information on a number of matters. These changes and extra information are included in '**Attachment 7**' of this report and / or referenced earlier in this report.

This information forms part of the applications and is considered in this report. The amendments are considered to be within the scope of the original applications, and therefore re-notification of the applications was not required.

The changes to the applications are as follows:

- Revised section and elevation of Great South Road building demonstrating infringement of Standard H13.6.2 Height in relation to boundary as identified under Section 10 of this report.

- Revised finished ground contour plan clearly demonstrating impervious and pervious areas on site.

Consideration of the applications

13. Statutory considerations

Resource Management Act 1991

In considering any application for resource consent and any submissions received, the council must have regard to the following requirements under s104(1) of the RMA – which are subject to Part 2 (the purpose and principles):

- any actual and potential effects on the environment of allowing the activity;
- any measure proposed to or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity;
- any relevant provisions of national policy statements, New Zealand coastal policy statement; a regional policy statement or proposed regional policy statement; a plan or proposed plan, a national environmental standard (NES), or any other regulations; and
- any other matter the council considers relevant and reasonably necessary to determine the application.

When considering any actual or potential effects, the council may disregard any adverse effects that arise from permitted activities in a NES or a plan (the permitted baseline). The council has discretion whether to apply this permitted baseline.

As a restricted discretionary activity, the council may grant or refuse consent (under s104C). It must only consider those matters specified in the plan over which it restricted the exercise of its discretion. Any conditions are also limited to these matters of restricted discretion. These matters are:

- E8.7.1(1) matters of control for discharge of stormwater runoff from impervious areas greater than 1000m² and up to 5000m² within an urban area;
- E12.8.1(1) for restricted discretionary land disturbance activities;
- E17.8.1(1) for restricted discretionary activities relating to trees in roads;
- E23.8.1(1) – (5) for comprehensive development signage;
- E25.8.1(1) for restricted discretionary noise and vibration;
- E27.8.1(4) for activity that exceeds the trip generation thresholds under Standard E27.6.1;
- E27.8.1(9) for activity or development that infringes standards for design of parking and loading areas or access under Standards E27.6.3, E27.6.4.2 and E27.6.4.3;

- E27.8.1(12) for construction and use of a vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(3);
- E36.8.1(5) for below ground parking in the 1% annual exceedance probability (AEP) floodplain;
- E36.8.1(9) for new structures and buildings within the 1% AEP floodplain;
- E36.8.1(10) for use of new buildings to accommodate more vulnerable activities within the 1% AEP floodplain;
- E40.8.1(1) – (3) for restricted discretionary temporary activities;
- H13.8.1(3) for new buildings;
- H13.8.1(7) for buildings that do not comply with standards; and
- NES:CS (9)(3) matters of control for removing or disturbing soil.

Sections 105 and 107 address certain matters (in addition to the matters in s104(1)), relating to discharge permits where the proposal would otherwise contravene s15 (or ss15A or 15B).

Sections 108 and 108AA provide for consent to be granted subject to conditions and sets out the kind of conditions that may be imposed.

14. Actual and potential effects on the environment

Sections 104(1)(a) and 104(1)(ab) of the RMA requires the council to have regard to:

- any actual and potential effects on the environment of allowing the activities (including both the positive and the adverse effects); and
- any measure proposed to or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity.

Positive effects

The proposal will have the following positive effects:

- The site is near to multiple public transport routes that connect to the nearby commercial centres of Newmarket and Remuera, which provide an array of employment opportunities, as well as retail, recreational and other commercial amenities. The proposal contributes to the efficiency and vitality of these town centres, as well as the adjacent Great South Road commercial corridor.
- The proposal introduces 191 new apartments ranging from studio to three-bedroom and new small-scale retail and commercial units that are supported by good on-site amenities. The housing model proposed, i.e. 'build – to – rent' introduces an alternative method of providing long-term and secure rental housing opportunities to the Auckland housing market.
- By acknowledging the prominence and visibility associated with the proposed height, the proposal attempts to contribute positively to place-making by proposing, implementing and

maintaining a level of design and appearance commensurate with its potential perception as a landmark.

- Comprehensive landscaping on site and proposed replanting of street trees, both utilising native species of vegetation, positively contributes towards the quality and quantity of landscaping in the existing urban environment.
- The proposal introduces a stormwater management system on site that controls and discharges runoff from (reduced) impervious areas on site to the ground after appropriate treatment. This is a positive addition noting that the existing sites reflect approximately 90% impervious coverage with no stormwater drainage system in place, therefore resulting in stormwater run-off free flowing on to Mauranui Avenue.
- The proposal replaces an existing vacant site (74 GSR) alongside an existing motel (80 GSR) and reflects a more efficient use of land in a well-serviced and well-connected neighbourhood.

Adverse effects

In considering the adverse effects of the proposal, the council:

- may disregard those effects where the plan permits an activity with that effect; and
- must disregard those effects on a person who has provided written approval, and trade competition or the effects of trade competition.

Effects that must be disregarded

Any effect on a person who has given written approval to the applications

The written approval of the persons set out in Section 12 of this report has been provided, and the effects on these persons have been disregarded.



Figure 10: Map indicating location of persons who have provided written approval; i.e. 70 and 72 Great South Road (yellow outline) and subject site (red outline). Source: Basemap – Auckland Council GeoMaps, mark-up by author.

Trade competition

Consideration of trade competition effects is not relevant to this application.

Effects that may be disregarded

Permitted baseline assessment

The permitted baseline refers to permitted activities on the subject site. The permitted baseline may be taken into account and the council has the discretion to disregard those effects where an activity is not fanciful.

In this case, while the zone permits a range of uses to be accommodated on the site, the zone together with other site conditions (including flood plain, contaminated soil) restrict most development, as well as development enabling activities such that a resource consent would be required in most instances. Therefore, noting the complexity of effects associated with the proposed activity as well as development restrictions applicable to the subject site, no comparable permitted baseline is applicable for the purpose of disregarding effects in this instance.

However, noting the variety of uses permitted within the zone, the proposed use of the small-scale commercial and retail activities falls within those uses permitted. Therefore, effects associated specifically with the operation and use of these commercial units have been disregarded, including, noise, hours of operation, light spill and other basic operational requirements associated with the scale and nature of use proposed.

Assessment

Receiving environment

The receiving environment beyond the subject site includes permitted activities under the relevant plans, lawfully established activities (via existing use rights or resource consent), and any unimplemented resource consents that are likely to be implemented. The effects of any unimplemented consents on the subject site that are likely to be implemented (and which are not being replaced by the current proposal) also form part of this reasonably foreseeable receiving environment. This is the environment within which the adverse effects of these applications must be assessed.

In this case, the receiving environment includes:

- The surrounding locality as referenced in Section 8 of this report; and
- A well-established mixed-use neighbourhood reflecting a diverse built character ranging from two or three storey residential terraced dwellings to multi-level educational buildings and clinics, mid-scale large format retail and commercial activity and some higher density development such as the six-storey Vanguard apartment blocks to the north.
- Existing key landmarks in the vicinity include Newmarket metropolitan centre to the north, Ohinerau (Mount Hobson) to the east, Remuera train station and adjoining local centre to the south and Dilworth School to the west.
- The relatively narrow urban block within which the subject site is situated is bordered by major transport routes, with Great South Road on one side and the North Auckland Rail Line and Southern Motorway on the other. The configuration and general scale of these features is such that the transport corridors dominate the existing context and general character.
- The surrounding neighbourhood reflects sites zoned for a mix of activities, including Business – Mixed Use Zone (B:MU) to the immediate and further north and south, Special – Purpose School Zone followed by residential zoned sites to the west, Strategic Transport Corridor to the east followed by a mix of residential and open space zones.

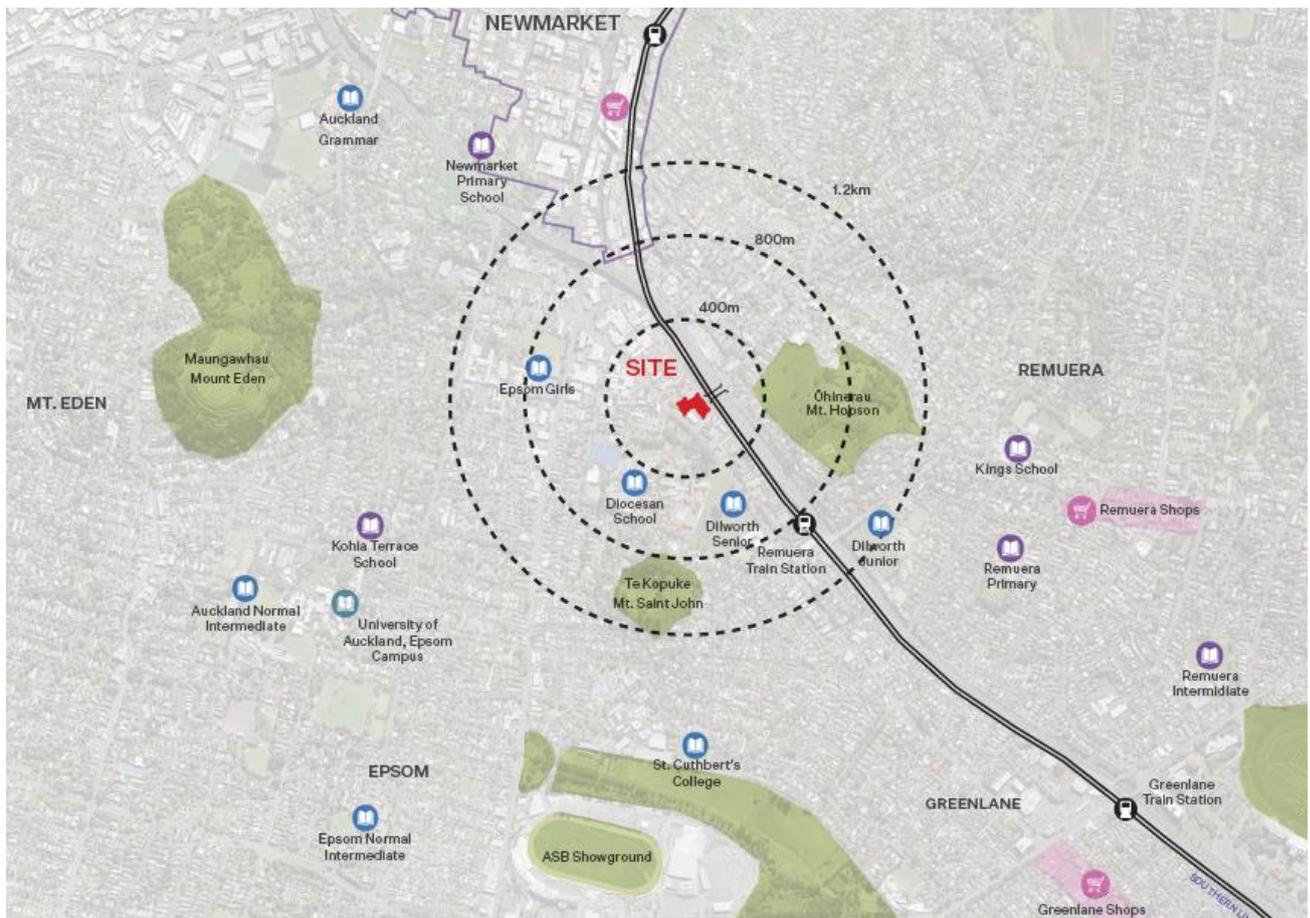


Figure 11: Site context map. Source: Application Design Statement⁹ prepared by Jasmax Ltd.

To summarise, the receiving environment reflects an evolving and dynamic urban environment. The diversity of existing activity and built fabric in conjunction with zoning under the AUP(OP) establishes a context for further diversification and intensification. This is further supported by the connectivity enabled by existing multi-modal transport options.

Adverse effects

While having regard to the above, the following assessment is done after I have:

- analysed the applications (including any proposed mitigation measures);
- visited the site and surrounds;
- reviewed the council's records;
- reviewed the submissions received; and
- taken advice from appropriate experts.

The following adverse effects have been identified.

Built form, streetscape and amenity effects

The proposal involves development and use of two nine-storey mixed use buildings. While this presents a perceivable change to the existing context, the actual and potential effects of the proposal have been considered and assessed to demonstrate an outcome that reflects consistency with the intentions of the underlying zone and responds appropriately to the

⁹ Attachment 1: Appendix B

existing context. Findings in support of this conclusion are summarised below and are based on the assessments provided by the following relevant specialists:

- Ms. Skidmore - on behalf of the applicant;
- Ms. Launder and Ms. Howdle – on behalf of Council; and
- Independent commissioners as part of the 'Auckland Urban Design Review Panel' (AUDP).

In this instance, the intentions of the zone, as defined by relevant objectives and policies and reinforced through the purpose of applicable standards, matters of discretion and assessment criteria, require development of a quality that positively contributes to the amenity of the zone, streets and other public open spaces while avoiding significant adverse effects on residents and residential zones. It is through this lens that amenity values and any effects on them resulting from the proposal have been considered and assessed below.

Context

- In assessing its response to context, Ms. Launder and Ms. Skidmore find that the nature and scale of activity proposed reflects an appropriate response to locational factors, these being proximity to the metropolitan centre of Newmarket, strong connectivity to multiple public transport services and walkability to a range other urban amenities. Therefore, reflecting efficient and appropriate use of land in a manner provided for by the zone's policies.
- Furthermore, while the scale and height of the proposed built form may reflect a departure from existing, noting the level of diversity reflected through the existing built fabric, together with the quality of design and level of articulation achieved through proposed materiality, modulation, massing and supporting comprehensive landscaping, the proposal reflects an acceptable built form outcome within the existing built context.

Site layout

- The proposal reflects strategic massing and consideration of the site's three street frontages, distributing activities and bulk across the site so as to enable edge outcomes that integrate well with the existing context while also providing for streetscape and on-site amenity.
- The layout implemented creates a strong built edge with careful consideration of the location and design of entrances to ensure convenience, accessibility and legibility for all users.
- The two buildings are relatively shallow in terms of width of their floorplates and are located such that they frame internal communal areas, allowing for bulk and outlook to be oriented over this internal space or towards the adjoining streets. Thereby minimising bulk, dominance and overlooking effects on adjacent sites while also enabling a clear definition of spaces on site.
- Service areas have been located so as to allow accessible and efficient movement through the site in a manner that ensures pedestrian safety both on and off site. All service areas are screened from visibility from the public realm such that adverse effects on streetscape character and amenity are avoided.

- Overall, the proposal reflects a logical response to the shape and features of the site while positively contributing to the local commercial / mixed-use streetscape character, providing for on-site amenity and minimising effects on adjacent sites.

Street interface

- As identified above, the site layout reflects clear definition of street edges providing a sense of cohesion and continuity along a currently fragmented street frontage.
- The activities located along the Great South Road street interface add to the visual interest and activity along the streetscape while the height and proportions of street-facing shopfronts and fenestrations minimise visual dominance effects at street level.
- The site is subject to a road-widening designation along Great South Road. This has currently been incorporated into the street interface as a landscaping buffer that softens the site to street interface. While loss of this buffer through potential road-widening in the future will result in a more urban edge along this interface, the level of glazing provided ensures that positive street engagement will be retained regardless, also noting that the proposed building line along Great South Road approximately aligns with the nearby Vanguard tower and the adjacent Skoda car sales building.
- While the building fronting Mauranui Avenue is built to the street edge, articulation achieved through materiality, recessed entrances and curved walls, softens the overall appearance at street level, noting also that this frontage adjoins the rail line and state highway 1.
- At levels immediately above the street, outdoor living spaces in the form of balconies and 'winter gardens' overlooking the street contribute towards passive surveillance over the adjoining public realms. Thereby, enhancing safety and amenity of the existing public realm.
- As identified by Ms. Skidmore¹⁰, through site layout, configuration of activities, provision of clear sightlines from, to and through the site and passive surveillance opportunities, the proposal reflects adequate consideration of principles associated with 'Crime Prevention through Environmental Design' (CPTED) further contributing to the amenity and safety of adjacent public spaces.
- Signage proposed as part of the development includes signs associated with ground floor retail and commercial activities, way-finding signage for residents and visitors, building name and traffic control related signage. A draft signage strategy has been proposed¹¹ so as to ensure consistency in terms of aesthetic and materiality across the development. The proposed signs will be limited in size and located appropriately so as to avoid adverse effects in terms of clutter while ensuring that the signage design is sympathetic to the appearance of the building. Overall, the nature and extent of signage proposed is considered necessary to provide for the operational requirements of the proposal development. A condition of consent requiring final signage design to be provided for review prior to implementation has been included.

¹⁰ Attachment 1: Appendix I - Sections 5.46 – 5.51

¹¹ Attachment 1: Appendix B, p.44

Built form and appearance

The proposed buildings exceed permitted height thresholds for the zone by a maximum height of 19m. This increased height correlates with increased residential density.

- In assessing the effects associated with this significant height exceedance, the aforementioned specialists highlight the following key criteria that establish a context within which this exceedance can be accommodated as enabled by Policy H13.3(13):
 - Its location relative to two centres, this being the metropolitan centre (Newmarket) to the north and local centre (Remuera/Epsom) to the south. Proximity to these centres and the array of amenities they offer provides a strong opportunity for residential intensification as it allows more people to have access to these amenities which in turn enhances the vitality and efficient use of existing resources and infrastructure.
 - Its location between two high-volume traffic routes, this being four-lane arterial road GSR to the west and the southern-motorway and railway corridor to the east that create a buffer between the site and residential zones while also creating a relatively high-activity environment. These locational factors that frame the subject site allow for increased height without resulting in significant effects on residentially zoned sites.
 - Walkability to multiple public transport options including frequent bus routes and Remuera Train Station increases connectivity while supporting public transport.

Together these criteria demonstrate the suitability and capacity of the existing context to provide for increased intensity. In addition to this, the subject site itself presents a rare opportunity for increased height in this context as it is one of the few sites in this vicinity that is unrestricted by volcanic viewshafts or height sensitive area controls. Therefore, the proposed development recognises the Mixed Use zone's intentions for greater height and increased residential density near to metropolitan and town centre zones (Policy 6) while ensuring that the views to and from surrounding Maunga are largely maintained.

To avoid doubt, I consider that the matters of discretion do not extend to consideration of the visual integrity of the maunga, as would be provided for under AUP(OP) Chapter D14, if the site were to be in the Volcanic Viewshaft overlay. However, I note the role these taonga play in the neighbourhood's visual character and the extent to which outlook towards these landscape/open space features contributes to the area's character and local amenity values, noting consideration of amenity is required by applicable zone provisions including Policy 9 and matters of discretion H13.8.1(7).

- While the proposed built form infringes standards that aim to control the bulk and visual dominance effects, these effects are effectively managed through the design, massing and articulation of the site as follows:
 - Proposed site configuration along with restricted depth of proposed buildings allows for the built form to be adequately separated and offset by open space, creating a sense of openness and permeability across the site that reduces the perception of bulk associated with the infringing built form.

- The location and proportions of balconies and fenestration enable a level of vertical and horizontal articulation along building facades that further minimises bulk and dominance effects.
- The subtle variations in the materiality achieved through the change in colours and profile of the brick cladding add visual interest soften the appearance of the development.
- Appropriate modulation of end walls breaks up the monotony of the façade in a manner that is sympathetic to the more prominent building facades but also prevents the dominance of blank facades. A condition of consent has been included to prevent the installation of billboards along end walls so as to ensure the level of amenity is maintained.

Overall, the specialists are in agreement that the form, level of articulation and appearance presented by the proposed built form effectively manages adverse effects in terms of bulk and visual dominance and, overall, the proposal is considered to positively contribute to the evolving built fabric of the context. The proposal's height and visual prominence is considered to positively contribute to marking a sense of place or forming a landmark structure within this part of the Great South Road commercial corridor.

I also note that conditions of consent requiring external finishes and landscaping to be implemented and maintained in perpetuity in accordance with that currently proposed provides a level of assurance and accountability with regards to the maintenance of quality and appearance and the associated effects on amenity.

Shading

- Noting the infringements to Standard H13.6.1, Standard H13.6.2, Standard H13.6.3 and Standard H13.6.4, diagrams and analysis have been provided by the applicant as a comprehensive comparison of varying scenarios, these being:
 - Shading without any development on site;
 - Shading from a complying building height of 18m;
 - Shading from a building height of 21m; and
 - Shading from the proposed building heights.

The provided analysis demonstrates a noticeable increase in the extent of effects between those resulting from a compliant building height (18m) and the proposed building height. This increase is such that sites and surrounds closer to the subject site will experience the extent of effects for approximately two hours longer at the equinox, however not to the extent that access to sunlight and daylight will be lost completely. Therefore, as a reasonable level of sunlight and daylight access is retained through-out the year for adjacent streets, the 'Special purpose – School Zone' (SPSZ) across the road and surrounding sites, shading effects are considered generally acceptable in line with the level of amenity anticipated by the B:MU zone.

Further analysis has been provided in support of the extent of additional height proposed, so as to demonstrate the difference in extent of shading effects resulting from an additional storey on both buildings compared to the additional four storeys as proposed. The difference of effects between the two scenarios is not so extreme as to be deemed significant but also not such that it can be considered negligible. However, I do not find the increase of effects such that they necessitate a reduction in the proposed height as a reasonable access to sunlight and daylight is maintained overall.

Overall, having regard to Policies H13.3(8) and (2), the purpose of infringed standards, matters of discretion H13.8.1(7) and assessment criteria H13.8.2(7)(a), adverse effects in terms of shading, sunlight and daylight access to adjacent streets, Dilworth School (SPSZ) and nearby sites is considered acceptable.

Wind

A wind assessment provided by specialists on behalf of the applicant¹² identifies the existing wind conditions of areas surrounding the site, categorising these as “*Category A and B with localised areas of Category C¹²*”. In assessing the potential changes to wind conditions resulting from implementation of the proposed development, the report states that increase in localised wind conditions is inevitable noting the significant difference in height between the current built form that occupies the subject sites and what is proposed through the development. However, this increase is not anticipated to exceed beyond Category C¹³ which is the maximum threshold acceptable under the AUP(OP) for pedestrian footpaths and linkages.

I adopt and rely on the expert findings as summarised above and consider the wind effects resulting from the infringing built form to be acceptable noting the nature of surrounding use.

Landscape and visual effects

The significant increase in height results in increased visual prominence within both the local and wider landscape. Taking this into consideration, landscape effects have been assessed by Ms. Skidmore and Ms. Howdle, whose findings generally align and have been summarised as follows:

- While the local landscape has been influenced by the surrounding volcanic field, the site itself has been considerably modified. Therefore, the built form introduced through the proposal will not detract from the existing fabric of the local landscape.
- The existing built context of the wider neighbourhood is diverse in scale and intensity. Particularly as one moves along Great South Road, with larger scale buildings located towards the Newmarket end but the variation in scale and intensity continuing all along this arterial corridor. The proposal will not be considered significantly out of character when considered against this context of transitioning scale and diversity.
- In terms of the immediate local landscape, the proposal introduces a significant level of change and will appear visually prominent in this context. However, the resulting effects

¹² Attachment 1: Appendix H

¹³ Chapter H13 of AUP(OP) – Table H13.6.8.1

are not considered uncharacteristic when assessed against the intended outcomes for the zone and the overall quality and detail of the design is commensurate with the scale of prominence such that it would not detract from the local landscape.

I adopt the specialist findings as summarised above and consider the landscape effects acceptable in the context of the existing urban environment as well as the planned context envisaged by the zone for the reasoning above and as follows:

- Visual simulations provided by the applicant ¹⁴ demonstrate that, when compared with a built form of complying height, i.e. 18m, such as the existing six storey building at 64 Great South Road (Vanguard apartments), the additional bulk introduced by the proposal would not have significantly different effects in terms of visual prominence when viewed within the wider context.
- The difference in comparative effects between a complying building height and the proposed height may be perceived to a greater extent within the more immediate context. However, for reasoning previously summarised in terms of context, streetscape, built form and appearance, the additional effects are considered acceptable.

Visual effects assessment undertaken by Ms. Skidmore and Ms. Howdle is also representative of the scale and prominence of the proposal and has been categorised based on viewing audiences as follows:

- *Users of surrounding transport network*
 - For these users, views of the proposal will be transient in nature which in itself allows for a reduced scale of effects.
 - For persons travelling along the motorway and adjacent rail corridor, the proposal will be viewed against the backdrop of other largescale development along the edges of the motorway (examples include: Westfield Newmarket, Saint Marks Apartments, Nuffield Street Apartments etc.) and will appear visually compatible within this context. Therefore, visual effects will be low.
 - The proposal will appear most prominent for travellers along GSR, Mauranui Avenue and Dilworth footbridge as it will be viewed against the backdrop of the lower scale built form of the immediate vicinity. While Ms. Howdle comments that more articulation and modulation along the longer street facing facades would have assisted in further minimising visual effects for these travellers, Ms. Skidmore finds that the interface presented along both streets has been sufficiently considered so as to minimise these effects while maintaining a level of aesthetic amenity that align with the proposal's inevitable prominence and subsequently contributes to streetscape amenity and sense of place. I agree with Ms. Skidmore that for reasoning previously summarised¹⁵, visual effects in this regard are acceptable.
- *Visitors and users of surrounding sites*
 - Visual effects in this regard have been assessed and summarise in a subsequent section of this report pertaining to effects on neighbouring sites. The assessment demonstrates that while there will be a noticeable change for this group, the effects

¹⁴ Attachment 1: Appendix B, p.47

¹⁵ Street Interface assessment on p.31 of this report

anticipated will not be out of character in the context of the existing environment and nature of development provided for by the underlying zone. Therefore, visual effects on visitors and users of surrounding sites is considered acceptable.

- *Users of surrounding public open spaces*

While there are no public open spaces immediately adjacent to the subject site, the maunga within the wider environment are considered vital open spaces in the urban environment under consideration for this assessment¹⁶. This includes Ōhinerau (Mt Hobson), Te Kōpuke (Mt St John) and Maungawhau (Mt Eden). Both specialists highlight the importance of the visual connection between the identified maunga. and the contributions of these connections to the neighbourhood's character.

While both Ms. Skidmore and Ms. Howdle agree that there will be some loss to the extent of visibility, this is not to the extent that visual connections will be obscured by the proposed buildings, their supporting assessments are framed differently. The key point of difference being how the proposal will or will not sit with existing built fabric as viewed from the maunga. I agree with Ms. Howdle's assessment in this regard, that the proposed built form will sit above and not necessarily within the existing plane of buildings as viewed from surrounding maunga, introducing an additional visual element into the sightline that will somewhat distract but not diminish overall appreciation of views to maunga or the maunga's contribution to neighbourhood amenity values.

It is also noted that there will be some loss of glimpse views to Ōhinerau currently afforded to persons travelling south along GSR.

Overall, noting the scale of the proposed development, some extent of visual effects are inevitable. However, measures taken to break up the bulk and visual dominance in conjunction with the extent to which it responds and contributes to the context reflects an outcome with acceptable landscape and visual amenity effects.

Effects on amenity of neighbouring sites

These effects have been considered in the context of the purpose of standards infringed by the proposed built form, specifically Standard H13.6.2 and Standard H13.6.4, and associated Matters of Discretion H13.8.1(7) as well as the concerns raised by the nine (9) opposing submitters.

- In terms of shading, sunlight and daylight access –

As previously identified, adjacent sites are located within the B:MU zone or, strategic transport corridor or special purpose school zone. It is worth noting that the level of amenity anticipated by these zones differs from that of a residential zone. The applicant has provided detailed shading diagrams¹⁷ and supporting analysis¹⁸ demonstrating the worst-case effects anticipated through-out the year in this regard.

- Sites to the immediate north and north-west will experience minimal shading from the proposal during equinox and summer months, with the worst-case shading effects restricted to early morning and gradually reducing as the day progresses.

¹⁶ As reflected through site analysis diagram – Attachment 1: Appendix B, p.15

¹⁷ Attachment 1: Appendix C

¹⁸ Attachment 1: Appendix A

Given their location relative to the proposed development, no loss of sunlight or shading is anticipated during winter. The extent and duration of these effects are restricted and therefore acceptable.

- Shading effects on the site to the south are considered acceptable noting the current use of the site as a car show room/dealership.
- Some shading is anticipated over sites across the road to the south-east, occurring mostly late afternoon during equinox and winter months. The extent of effects is likely to be higher in winter than equinox, however as these are anticipated later in the day, existing levels of sunlight and daylight access are retained for the rest of the day. Therefore, extent of effects on these sites is considered acceptable.
- The Dilworth school grounds are located across GSR to the south of the subject site. Some winter shading is anticipated during morning hours and are mostly contained within the northern corner of the site. Similar extent and nature of shading effects are anticipated during equinox. Overall, the nature and extent of effects is considered minimal and noting the use of the affected area, the effects are considered acceptable.
- Other sites to the south-west contained in the urban block between GSR and Clyde Street will experience a similar nature and extent of shading effects as that anticipated for the Dilworth School site. Therefore, it is considered that there will be minimal change to the existing level of amenity in terms of sunlight and daylight access for these sites.
- Winter shading may extend to sites situated further away from the subject site but will be restricted to a few hours of the day and therefore acceptable.
- While sites may not be zoned for residential activity, some of those considered above are currently occupied by residential activity. However, as demonstrated through the summary of shading effects provided above, the proposal results in restricted extent and duration of shading effects at different times through the year ensuring that any loss of sunlight and daylight for these sites will be minimal. Therefore, it is considered that a reasonable level of amenity is retained and the effects from the proposed built form are acceptable with regards to shading, sunlight and daylight access.

The findings summarised above are generally representative of the views of all specialists and myself. It is noted that Ms. Launder has concerns with the extent of shading during equinox for sites to the south-east, however she generally agrees that the level of shading is acceptable noting the nature of the zoning and that reasonable access to sunlight is retained through the year. I am satisfied that effects in this regard are overall acceptable.

- In terms of overlooking and privacy –

As previously noted, the proposed buildings and apartments they contain are oriented such that their primary outlook extends either over the street the building adjoins or over the internal courtyard.

While some overlooking effects are anticipated with regards to sites across the road to the south-east from south-facing balconies in the Mauranui Building, the outlook from

these balconies is restricted as they are recessed into the building profile rather than projecting beyond. The staggered location of these balconies relative to buildings on the opposite sites as well as the orientation of existing buildings at the other sites minimises the potential of direct sightlines between primary habitable spaces. Additionally, the separation distance provided by the road reserve (~20m) further ensures the intensity of effects is minimised.

Overall, I consider effects in terms of overlooking and privacy minimal and therefore acceptable.

- In terms of visual amenity –

Ms. Skidmore¹⁹ and Ms. Howdle²⁰ have both provided a detailed assessment of effects in terms of visual amenity of neighbouring sites and apply the seven-point scale set out by the NZ Institute of Landscape Architect's 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines' (July 2022) (TTM) to quantify the scale of effects.

Ms. Skidmore finds visual amenity effects on neighbouring sites to be generally low – very low, i.e. *“negligible – little loss of key elements/features characteristics of the baseline; modification or change is not uncharacteristic or prominent and absorbed within the receiving landscape”*²¹. While Ms. Howdle finds the effects to be low to moderate - low, i.e.; *“minor loss or modification to one or more key elements/features/characteristics, i.e. new elements are not prominent within views or uncharacteristic within the receiving landscape.”*¹⁹

I adopt and rely on Ms. Howdle's rating and reasoning in this instance and agree that the effects on visual amenity of neighbouring sites vary based on proximity to the proposed development and orientation of outlook. However, while sites closer to the subject site may experience higher level of effects as per the description provided above, these effects will not be significant or uncharacteristic when considered in the context of the zone and surrounding. Therefore, I consider any effects in this regard to be acceptable.

Visual effects in terms of loss of views to the wider landscape are considered acceptable as the proposal does not generally fall within the immediate sightline from primary outlook of neighbouring sites, and where it does, it does not detract from it. Considering the context, views to surrounding maunga from individual sites form part of amenity values. However, noting the location and orientation of existing buildings on neighbouring sites relative to the subject site and the surrounding maunga, together with existing topography and separation distance enabled by the transport corridors (southern motorway and GSR) and Dilworth school grounds, views of the maunga from any one of these sites will not be significantly affected and effects are therefore acceptable.

- Other effects on neighbouring sites associated with increased height and residential density on the subject site, such as bulk, dominance, traffic and operational noise are considered acceptable for reasons summarised in preceding sections of this report.

¹⁹ Attachment 1: Appendix I - sections 5.75 – 5.81

²⁰ Attachment 3: Appendix F - sections 29 - 33

²¹ Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines (July 2022)

On-site amenity

Ms. Skidmore and Ms. Launder have both considered effects in terms of on-site amenity. With no obvious points of contention, both their findings conclude that the proposal will have an acceptable level of on-site amenity despite identified infringements. I adopt and summarise the findings in support of this conclusion as follows:

- The proposal includes a range of apartment typologies from studios to three-bedroom units, all of which meet the minimum dwelling size requirements and reflect functional layouts. The range of options proposed, both in terms of size, layout and orientation, allow for the needs of differing households to be accommodated.
- Multiple communal outdoor spaces are proposed at ground and roof top level have been designed and located to ensure accessibility and variety of use with an aim to encourage social interaction between residents on site and create a sense of community.
- The interface between public, common and private areas is differentiated through clear spatial delineation.
- Residential units are generally raised above street level so as to provide a visual and acoustic buffer between habitable spaces and the street while also addressing safety and privacy effects.
- Where the outlook from adjoining apartments overlap, privacy screens are proposed specifically where this overlap occurs between corner units, so as to mitigate overlooking effects and maintain a reasonable level of privacy for residents.

I also add the following:

- Where overlap of outlook spaces in other instances apart from corner units, the outlook affected is from secondary spaces where additional outlook is provided either over adjoining street or internal courtyard, therefore retaining a sense of place and reasonable level of amenity.
- Where outlook spaces between two different units overlap at the Mauranui building's south elevation, the applicant has provided window louvres to maintain occupant's privacy.
- Apartments are single aspect with primary outlook over either the internal shared courtyard or over adjoining public realms. The separation distance between the two buildings on site is considered sufficient so as to minimise privacy and visual dominance effects for internally facing units while also enabling adequate access to sunlight and outlook between the buildings. Therefore, creating a sense of place for residents and a reasonable level of amenity.

For the reasoning above, I find on-site amenity effects to be acceptable.

Summary of built form, streetscape and amenity effects

The table below aims to provide a summary of the preceding assessment of adverse effects as well as to demonstrate the extent to which the proposal has regard to applicable objectives and policies of the B:MU zone:

H13 Business – Mixed Use Zone	
OBJECTIVE	COMMENT

<p><i>H13.2(1) A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.</i></p>	<p>The proposal positively contributes to the evolving urban environment of the existing context through use of a high-quality design and enhances site to street interfaces while providing a scale of housing, retail and commercial activity that is anticipated by the zone.</p>
<p><i>H13.2(2) Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.</i></p>	<p>The scale of the proposal is such that it draws attention to it, creating a landmark or sense of place. This has been acknowledged through the quality and articulation of the design that adds to rather than detracts from the neighbourhood character. The overall form and appearance is considered to be commensurate with the role and function of the Business – Mixed Use Zone.</p>
<p><i>H13.2(3) Development positively contributes towards planned future form and quality, creating a sense of place.</i></p>	<p>As noted above, and through preceding assessments, the built form outcome achieved through the proposal generally aligns with that anticipated by the zone.</p>
<p><i>H13.2(4) Business activity is distributed in locations, and is of scale and form, that:</i></p> <ul style="list-style-type: none"> <i>(a) Provides for the community's social and economic needs;</i> <i>(b) Improves community access to goods, services, community facilities and opportunities for social interaction; and</i> <i>(c) Manages adverse effects on the environment, including effects on infrastructure and residential amenity.</i> 	<p>The proposal includes provisions at ground floor level for small scale commercial and retail activity that have been designed for flexibility. Noting this as well as the uses permitted by the zone, there is potential for these spaces to be tenanted and used in a manner that aligns with the intentions of this objective.</p>
<p><i>H13.2(5) A network of centres that provides:</i></p> <ul style="list-style-type: none"> <i>(a) A framework and context to the functioning of the urban area and its transport network, recognising:</i> <ul style="list-style-type: none"> <i>(i) The regional role and function of the city centre, metropolitan centres and town centres as commercial, cultural and social focal points for the</i> 	<p>While the proposal includes a mix of activities, the residential component of it outweighs the business. Given the zone's role as a transition between residential and business zones, the proposal responds to criteria (c) while providing for residential intensification that recognises and supports the role and function of adjacent metropolitan centre (criteria (a)).</p>

<p><i>region, sub-regions and local areas; and</i></p> <p><i>(ii) Local centres and neighbourhood centres in their role to provide for a range of convenience activities to support and serve as focal points for their local communities.</i></p> <p><i>(b) A clear framework within which public and private investment can be prioritised and made; and</i></p> <p><i>(c) A basis for regeneration and intensification initiatives.</i></p>	
<p><i>H13.2(6) Moderate to high intensity residential activities and employment opportunities are provided for, in areas in close proximity to, or which can support the City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and the public transport network.</i></p>	<p>I refer back to preceding assessment where the proximity to Newmarket (Business – Metropolitan Zone) and multiple public transport routes has been discussed.</p>
<p><i>H13.2(7) Activities within the zone do not compromise the function, role and amenity of the City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.</i></p>	<p>The roles of the identified zones reflect a strong focus on the provision of commercial, retail, recreational, community and job opportunities that would provide for residential intensification. Noting the proposal’s focus on residential activity, it is considered generally consistent with this objective.</p>
<p><i>H13.2(8) A mix of compatible residential and non-residential activities is encouraged.</i></p>	<p>Considering the diversity of activities in the existing context, the proposal will not be considered out of character with regards to the nature of activities proposed.</p>
<p><i>H13.2(9) Business – Mixed Use Zone zoned areas have a high level of amenity.</i></p>	<p>As commented on by relevant specialists, and observed through site visits, the current area lacks a sense of cohesion owing to diversity in architectural styles, varying age of buildings, level and nature of use and the dominance of transport routes within the environment. In this context, the proposed development reflects a quality design that positively contributes to the general amenity of the area(as assessed in</p>

	preceding sections) as well as provides high level amenity for those engaging with the site.
POLICIES	COMMENT
<i>H13.3(2) Enable an increase in the density, diversity and quality of housing in the centre zones and Business – Mixed Use Zone while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.</i>	<p>The proposal introduces primarily apartment living opportunities. However, variations in size and layout proposed have the potential to cater to a range of users/household types.</p> <p>Assessment and recommendations provided by acoustic specialists consider reverse sensitivity effects to be adequately manageable through strategic façade design.</p>
<p><i>H13.3(3) Require development to be of a quality and design that positively contributes to:</i></p> <p><i>(a) Planning and design outcomes identified in this Plan for the relevant zone;</i></p> <p><i>(b) The visual quality and interest of streets and other public open spaces; and</i></p> <p><i>(c) Pedestrian amenity, movement, safety and convenience for people of all ages and abilities.</i></p>	<p>Proposal reflects an enhanced street interface that encourages a higher level of interaction between the site and street enabled through the proportions, number and locations proposed. It also introduces commercial and retail activities that are of a scale and nature anticipated by the zone at street level.</p> <p>Reduced number of vehicle crossings and restricted two-way vehicle movement to and from the site along GSR have been proposed so as to maintain safety and amenity for pedestrians.</p> <p>Additional street planting along Mauranui Avenue positively contributes to the existing streetscape amenity.</p>
<i>H13.3(4) Encourage universal access for all development, particularly medium to large scale development.</i>	<p>Public uses on site are at-grade to support universal access.</p> <p>Size and ‘universal design’ of some ground floor units so these can be converted to cater for accessibility.</p>
<i>H13.3(5) Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.</i>	As per the findings of preceding adverse effects assessment, the prominence of the proposed built form is acknowledged and measures such as strategic massing, comprehensive landscaping, articulation and modulation of profile and facades have been adopted so as to

	minimise adverse visual effects while maintaining a level of visual amenity.
<i>H13.3(6) Encourage buildings at the ground floor to be adaptable to a range of uses to allow activities to change over time.</i>	Size, height and accessibility of ground floor retail and commercial units provides for some flexibility of use.
<i>H13.3(7) Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse effects on pedestrian amenity and the streetscape.</i>	All car parking located at basement level and screened from public view. Some at-grade bike parking included in shared laneway but setback from street.
<i>H13.3(8) Require development adjacent to residential zones and the Special Purpose – School Zone and Special Purpose – Māori Purpose Zone to maintain the amenity values of those areas, having specific regard to dominance, overlooking and shadowing.</i>	Dilworth School grounds (Special Purpose – School Zone) located across the street from the subject site. The separation distance enabled by GSR provides a buffer that minimises dominance effects to an extent. Shading analysis indicates that shadowing effects will be restricted to a corner of the grounds. Overall, amenity values are maintained to a reasonable extent.
<i>H13.3(13) In identified locations within the centres zones, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone enable greater building height than the standard zone height, having regard to whether the greater height:</i> <i>(a) is an efficient use of land;</i> <i>(b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy;</i> <i>(c) considering the size and depth of the area, can be accommodated without significant adverse effects on adjacent residential zones; and</i> <i>(d) is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre.</i>	As previously noted, the site is adjacent to the Business – Metropolitan zone and is located along multiple public transport routes such that the level of residential intensification introduced would support and contribute to the vitality of existing local businesses, public amenities and infrastructure. This is evidenced through the support received by nearby businesses such as Newmarket Business Association and Westfield Newmarket through their submissions. The site is also adequately separated from residential zones such that any adverse effects will be minimal in this regard.
<i>H13.3(17) Provide for a range of commercial activities that will not compromise the function, role and amenity of the City Centre Zone,</i>	The primary activity introduced through the proposal is residential use, with some opportunity for retail and commercial at ground floor. The scale and nature of commercial and

<p><i>Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone, beyond those effects ordinarily associated with trade effects on trade competitors.</i></p>	<p>retail activity provided for aligns with that anticipated within this “transitional” zone which is lower than that anticipated by centre zones.</p>
<p><i>H13.3(18) Enable the development of intensive residential activities.</i></p>	<p>The proposal introduces 191 new apartments in a mix of apartment typologies ranging from studio to three bedrooms.</p>
<p><i>H13.3(20) Promote and manage development to a standard that:</i> <i>(a) Recognises the moderate scale, intensity and diversity of business, social and cultural activities provided in the zone;</i> <i>(b) Recognises the increases in residential densities provided in the zone; and</i> <i>(c) Avoids significant adverse effects on residents.</i></p>	<p>Overall the proposal provides:</p> <ul style="list-style-type: none"> - Small scale opportunity for business use; - Social activities provided so as to cater to future on-site residents rather than general public; - Increased residential density in response to zone provisions, accessibility to employment, social, educational, recreational facilities and capacity of existing infrastructure. - Adverse effects on existing adjacent residential activity will not be significant and ensures a reasonable level of amenity commensurate with that anticipated by the zone is maintained.

Operational noise and reverse sensitivity effects

The level of development intensity proposed will result in an increase in ambient noise levels from additional people on site, vehicle movements and use of mechanical plants as well as other equipment as required for the operation of proposed activities. Noting this as well as the site’s location relative to railway corridor, motorway and an arterial transport route, the applicant has provided an ‘Operation Noise and Vibration Assessment’²² (ONVA) that assesses and recommends mitigation measures to address potential operational noise and reverse sensitivity effects.

This report has been reviewed by Council’s Noise Specialist – Andrew Gordon who concurs with the assessment findings and acoustic recommendations contained in the report. I adopt and summarise these as follows:

- With regards to operational noise effects on adjacent sites, careful consideration of façade design and glazing will provide adequate screening of operational noise of activity and machines on site so as to mitigate associated noise effects and achieve permitted noise thresholds as stipulated by the AUP(OP).

²² Attachment 1: Appendix N

- Similarly with regards to adjoining units in the same building, appropriate selection and use of building materials will ensure compliance with prescribe indoor noise levels without practical difficulty.
- Apartments are to be mechanically ventilated and/or air conditioned as a further measure to appropriately control noise effects and reverse sensitivity effects, as required.
- Conditions of consent require for compliance with internal noise levels to be demonstrated prior to occupation of the buildings.
- While the AUP(OP) does not contain internal vibration standards for sites adjacent to railways, Mr. Gordon refers to objective E25.2(3) and policy E25.3(7) of Chapter E25 in his assessment of reverse sensitivity effects and agrees that appropriate façade design so as to achieve permitted noise levels will also assist in minimising external noise from adjacent roads and rail corridor.
- Kiwirail has also reviewed the ONVA and concurs with the findings and recommendations presented to manage reverse sensitivity effects.

Overall, the technical specialists agree that the site layout and building design recommendations reflect the best practicable option to ensure operational noise and reverse sensitivity effects are avoided or mitigated to a reasonable level. I adopt these findings and find effects in these regards to be acceptable.

Infrastructure effects

The proposal includes residential, commercial and retail activities as well as supporting landscaping all of which have operational requirements on top of those previously discussed. This includes wastewater, water supply (for fire-fighting and potable use) and waste. Proposed servicing arrangements and assessments are contained in the applicant's Infrastructure Report²³, Waste Management and Minimisation Plan²⁴ and civil drawings¹⁶. This has been reviewed by Council's Development Engineer – Rajesh Jeyaram, in consultation with Watercare Services Ltd., and by Council's Waste Planning Advisor – Jan Burberry. Overall, the specialists are in agreement that proposed infrastructure arrangements are feasible and the development can be adequately serviced within the capacity of existing public infrastructure where required.

To summarise:

- Stormwater – The proposed on-site stormwater management provisions have been assessed in a subsequent section of this report, this being discharge of stormwater to land via soakage with the use of stormwater devices to control the rate of flow as well as mitigate contaminants prior to discharge where required.
- Wastewater – An existing wastewater pipe that traverses the site is to be relocated to the adjacent site at 82 Great South Road to enable development on the subject site as proposed. While acquiring the required approval from the occupier of this site is beyond

²³ Attachment 1: Appendix D

²⁴ Attachment 1: Appendix K

the scope of this application, the applicant has advised that this approval has already been sought. Once relocated, required connections will be implemented such that all wastewater from the site will drain into the public system. Provided capacity assessments confirm that there is sufficient capacity within the existing network to facilitate this without disruption to the existing functioning of the network.

- Water supply - Adequate access to potable water through connections to the existing public network have been confirmed. Three fire hydrants are located within serviceable distance of the site along Great South Road and Mauranui Avenue respectively. Fire hydrant testing demonstrates adequate capacity to service the development.
- Waste – Adequate waste collection areas have been allocated for both buildings and the activities contained within them. Private collection is proposed. The accessibility, size and location of storage areas are considered appropriate by Ms. Burberry as well as the method and frequency of collection.
- A condition of consent requiring a management plan provides for the ongoing maintenance and management of services to ensure the development is effectively serviced without resulting in new or additional adverse effects to the surrounds.

I adopt and rely on specialist findings as they relate to infrastructure and servicing matters and consider the effects to be acceptable. Whilst I acknowledge the concerns raised by submitters with regards to the potential increase in pressure on existing public networks, I find that the assessment and findings of the specialists adequately demonstrate that the development can be serviced within capacity of existing networks without disrupting the functionality and efficiency of the existing networks. Therefore, adverse effects in this regard are acceptable.

Stormwater quality effects

As connection to the existing public stormwater network located within Great South Road is not feasible noting the topography of the site, it is proposed to discharge stormwater from impervious areas on site via two rock bore soak holes. The proposed on-site stormwater management to be implemented is detailed in the Infrastructure Report¹⁶ and Engineering Drawings¹⁶ prepared by Blue Barn Consulting Ltd. on behalf of the applicant. This has been reviewed by Council's Consultant Stormwater Specialist – Christine Oakey who concurs with the assessment provided and is satisfied that the proposed management and treatment of stormwater discharge from the site will be appropriately undertaken *"in a manner that protects the environment, cultural values, public health and amenity and avoids significant adverse effects on groundwater and surface water quality"*²⁵

Key findings in support of this conclusion are summarised as follows:

- Provided soakage capacity testing demonstrates that soakage is the most feasible and effective option for stormwater management for the subject site and development.

²⁵ Attachment 3: Appendix B

- Appropriate treatment devices will be installed so as to minimise contaminants in runoff from the shared accessway prior to discharge to land, thereby mitigating adverse effects in terms of water quality.
- Two detention tanks are proposed on site to control the rate at which stormwater discharges via soak holes so as to ensure that this is at a rate that matches the soakage capacity of the site. Thereby ensuring that stormwater discharge is appropriately managed to avoid increase in flood risk.
- A plan for the operation and maintenance of common stormwater devices is required as a condition of consent. The applicant has advised that a management entity will be set up to oversee the ongoing operation and maintenance of the devices so as to ensure that effects will be appropriately and adequately mitigated on an ongoing basis.

I adopt and rely on Ms. Oakey's findings as they relate to stormwater discharge matters and find the effects acceptable for the reasons summarised above. No submissions were raised with regards to this matter.

Flooding effects

As per Council GIS, part of the site is located within a flood plain, specifically the area of the site within which the Mauranui Avenue building is to be sited. Through further engagement with Healthy Waters undertaken by the applicant, the potential extent and level of flood risk has been determined for the site based on most recent flood modelling. Blue Barn Consulting Ltd. has provided an analysis and recommended flood protection measures in line with the level of flood risk anticipated for the site²⁶. This has been reviewed by Council's Development Engineer – Rajesh Jeyaram in consultation with Healthy Waters Specialist – Maree Gleeson who concur with the assessment and recommendations as provided by Blue Barn Consulting Ltd.

I adopt and rely on the specialists' findings and summarise salient points as follows:

- The parts of the development that will be located within the flood hazard area on site include basement parking and ground floor commercial/service areas of the Mauranui Avenue building, with the habitable areas adequately raised above any potential flood water levels.
- The proposed entrance to the basement parking of the Mauranui Avenue building does not meet the free board requirements relative to the level of flood waters anticipated. In order to ensure that the development is adequately protected from flood waters, protection measures have been proposed such construction of a low height bund wall along the perimeter of the building frontage along Mauranui Avenue, slight elevation of the vehicle crossing at the entrance to the basement to provide the required freeboard while still allowing safe vehicle movement and contingency alarm measures to alert tenants in the event that flooding does occur.

²⁶ Attachment 1: Appendix D; Attachment 2: Appendix Z)

- Blue Barn Consulting Ltd. have provided confirmation that the subject site was unaffected by the severe storm event and subsequent cyclone that occurred in January and February earlier this year.
- The proposal introduces a new stormwater management system for the site where current stormwater runoff discharges directly onto the road. Implementation of this system on site arguably reduces the extent of floodwaters leaving the site in a storm event and subsequently minimises flood risk downstream. Therefore, while there is potential for some minimal displacement of flood waters resulting from the proposed development, this will be essentially offset due to overall reduction in stormwater runoff from the developed site.

Taking the above into consideration, the proposal adequately considers and manages adverse effects in terms of flooding such that these will be acceptable overall.

Construction effects

The proposal requires comprehensive site preparation and construction works that are anticipated to be completed in a time period of no longer than 24 months. The actual and potential effects associated with these works have been assessed as required and summarised as follows:

Earthworks

The proposal involves substantial earthworks that exceed permitted thresholds in terms of area and volume. Noting this, the applicant has provided a geotechnical assessment²⁷ and earthworks assessment and recommendations in support of the proposed land disturbance works. This has been reviewed by Council's Development Engineer – Rajesh Jeyaram who concurs with the findings subject to adherence to recommendations and consent conditions.

I adopt and rely on Mr. Jeyaram's expertise as it relates to the actual and potential effects of proposed earthworks and find that works will be appropriately undertaken so as to avoid, remedy and/or mitigate any adverse effects on the safety, integrity and stability of the surrounding environment.

I further note the following:

- With respect to any effects associated with dust and nuisance, appropriate measures have been outlined in the applicant's infrastructure report and will be implemented throughout the construction phase to ensure these effects are appropriately avoided, remedied or mitigated.
- With regards to noise and vibration effects, these have been assessed and found to be acceptable by Council's Noise and Vibration Specialist. Further assessment in this regard is provided in subsequent sections.
- The additional construction traffic from the proposed earthworks will be appropriately managed through the implementation of a Construction Traffic Management Plan ('CTMP'). Further, the applicant has proffered conditions ensuring that construction related traffic will avoid right turns onto Great South Road so as to further minimise

²⁷ Attachment 1: Appendix G

adverse effects on the safety and functionality of the existing network and users along this arterial route. Having reviewed the proposal, Auckland Transport is satisfied that adherence to the above traffic control measures will ensure that any adverse effects will be adequately mitigated.

- Additionally, specific earthworks management conditions of consent are recommended and adopted by the applicant and will be imposed should consent be granted in order to manage the actual and potential effects from earthworks activities on the public realm and neighbouring sites.

For these reasons it is considered that the proposed earthworks activities would have acceptable actual and potential effects.

Contamination

As stated in Section 9 of this report, soil sampling conducted on the subject site indicates an existing level of contaminants that are above background levels and therefore may pose a risk to human health both, during works as well as future occupation. Taking this into consideration, the applicant has conducted and submitted a 'Detailed Site Investigation' (DSI) and a 'Contaminated Site Management Plan' (CSMP) (Attachment 1: F). The DSI provides a detailed analysis of the soil contamination profile of the site which informs the site management procedures for the safe handling, removal and disposal of soils as outlined in the CSMP.

The methodology, findings and recommendations collated in the aforementioned documents have been reviewed by Council's Contamination Specialist – Rachel Terlinden who finds that these have been prepared in accordance with relevant technical guidance and best practice measures. Ms. Terlinden is satisfied that adherence to management processes and mitigation measures identified in the CSMP will ensure that the site is suitable for the activities proposed and adverse effects resulting from the disturbance of contaminated soils will be adequately mitigated such that the health and safety of people and the environment is protected and the site will be suitable for residential use and occupation. Consent conditions to this effect are listed in Section 21 of this report.

Ms. Terlinden has also reviewed submissions received, specifically those that have raised concerns regarding contaminated soil disturbance and the implications on nearby residents and reiterates that appropriate implementation of the provided CSMP will adequately mitigate any effects both on and off site in this regard. I adopt and rely on Ms. Terlinden's findings and consider that the effects of the proposal on health and safety of persons and the environment will be mitigated based on adherence to CSMP and associated conditions of consent and will therefore be acceptable.

Construction noise and vibration

Proposed site preparation and construction works are anticipated to exceed 20 weeks (combined duration) and are therefore considered "long-term duration". These works include earthworks, rock breaking, compaction, piling for retaining and load bearing foundations and concreting operations that are anticipated to generate noise and vibration levels that exceed thresholds permitted by the plan. The applicant has provided an assessment of the actual

and potential effects of these exceedances²⁸ supported by a 'Construction Noise and Vibration Management Plan'²⁰ that outlines methods to manage anticipated exceedances as well as contingency measures to be employed in the (unlikely) event of unanticipated effects. This has been reviewed by Council's Specialist – Andrew Gordon.

The specialists concur with regards to:

- The specific activities that are likely to generate highest noise and/or vibration levels as identified above;
- The extent and location of anticipated exceedances, this being between +3 dBA to +10 dBA as measured at five adjacent sites, i.e. 30 – 40, 31 and 29 Mauranui Avenue, 70 - 72 and 82 Great South Road (all listed sites are identified as 'activities sensitive to noise' except for 82 Great South Road as this is a car showroom);
- The nature of effects as they relate to day-to-day activities of persons on adjacent sites, such as phone conversations may become difficult or require slightly raised voices, but that home office work can generally continue albeit with windows facing the site closed.
- The appropriateness and adequacy of management and mitigation measures identified in the CNVMP as they reflect the best practicable options to minimise effects as far as practicable. This includes, but is not limited to, installation of 2m – 4.5m high temporary acoustic barriers along shared boundaries, consultation with neighbours prior to commencement of high-noise generating works, restriction of construction hours to typical daylight hours.
- The extent of vibration effects may be noticeable but will occur intermittently and for brief durations. Measures including, but not limited to, prior consultation/notice to neighbours and restriction on construction equipment used will ensure effects are mitigated to a reasonable level.
- Monitoring of noise and vibration throughout construction phase of works, as recommended by the CNVMP, will adequately ensure that any unanticipated effects are appropriately addressed.

Overall, based on the provided CNVA and CNVMP, Mr. Gordon finds that construction noise and vibration effects associated with the proposed development *“are reasonable when put into the context with the relevant E25 objective and policy which enable works to go ahead if permitted standards cannot be practicably met, but controls are in place to manage adverse effects”*²⁹.

I adopt and rely on Mr. Gordon's expertise as it relates to construction noise and vibration effects and consider the effects to be acceptable in this instance.

I note that submissions raise concerns with regards to potential risk of damage to nearby buildings from required works such as piling. Mr. Gordon, having reviewed the submissions as well, confirms that his findings remain unchanged. While vibration effects are considered to comply with the permitted standards, including standards for amenity and building damage, and therefore fall outside the matters of discretion, I acknowledge these concerns and based on expert advice, consider that the applicant's offer to provide building surveys contained in the CNVMP as a

²⁸ Attachment 1: Appendix O

²⁹ Attachment 3: Appendix G

precautionary measure will ensure this concern is appropriately managed. Therefore, based on adherence to the CNVMP and associated consent conditions, construction effects are considered acceptable.

Construction associated activities and traffic management

Noting the scale and duration of proposed works, the applicant has provided a draft 'Construction Management Plan' (CMP) and proffered conditions of consent requiring a final version of this as well as a 'Construction Traffic Management Plan' (CTMP) to be submitted to Council prior to any works commencing on site. These management plans cover an array of construction associated activities including, but not limited to, requirements and duration for use of cranes and other larger construction equipment, material transportation and storage, site fencing and site offices and waste disposal. Implementation of these management plans will adequately ensure that any adverse effects associated with the construction activities will be adequately avoided, remedied or mitigated to a reasonable extent. This approach is supported by Council's Specialists, and, having regard to submissions received, I agree that the recommended management plans are an appropriate mechanism to ensure that construction effects on persons and the environment are effectively managed such that the effects will be acceptable.

Construction effects conclusion

Based on the assessment and recommendations provided by technical experts on behalf of the applicant together with the findings and consent conditions provided by Council's technical experts, I find that the proposal adequately considers actual and potential effects of required construction works and ensures that best practicable options will be employed to ensure that these effects do not extend beyond those generally associated and anticipated within the urban development. Therefore, as works have been designed and will be implemented in a manner consistent with the objectives and policies of the plan, adverse effects associated with construction works are considered acceptable.

Transport effects

The proposal reflects an increase in traffic volume, infringement of applicable access and manoeuvring standards and is subject to a 'Vehicle Access Restriction' due to its frontage along an arterial route (Great South Road). The actual and potential adverse effects on the safety and functionality of the existing transport networks have been considered and assessed by Council's Traffic Engineer – Honwin Shen with further input from relevant Auckland Transport specialists. Their assessments include a review of all application documents, with specific focus on the 'Integrated Transport Assessment'³⁰ (ITA) and subsequent responses to requests for information prepared by Commute Transportation Consultants Ltd. in support of the application.

Having reviewed and considered the findings of all traffic and road safety specialists' input on this application I find that there is general concurrence between all traffic specialists with regards to transport effects. Further, having conducted multiple site visits to observe the site and adjacent transport network, both as a pedestrian as well as a driver, I adopt and rely on the assessment

³⁰ Attachment 1: Appendix E

and findings of Mr. Shen (Council Traffic Engineer), Mr. Stone (AT Specialist) and Commute Ltd. and note the following:

- No minimum or maximum vehicle parking requirements are applicable to the nature of activities proposed on this B:MU zoned site. Noting this, the proposal includes 83 car parking spaces in total, including accessible parking as well as spaces for electric vehicle charging. The location, design and use of these spaces has been reviewed and is considered acceptable.
- The vertical clearance provided for the loading space located in the shared laneway and accessible from Mauranui Avenue, falls short of that required. However, assessment provided and reviewed in this regard demonstrates that the functionality of this space is maintained and therefore acceptable.
- The provided ITA anticipates a combined trip generation rate of 100 vehicles/peak hour for the proposal. Traffic modelling has been appropriately undertaken to assess and demonstrate the extent of potential operational effects on Mauranui Avenue and Great South Road as well as adjacent intersections. The results demonstrate that the anticipated increase in traffic volumes associated with the proposal can be accommodated within the adjacent transport networks without significant disruption to the existing level of functionality and efficiency.
- Two vehicle crossings are proposed along Mauranui Avenue, one leading to basement parking and the other providing ingress for service vehicles to the central shared laneway. The service entry access width exceeds that permitted by design standards and does not maintain the required separation distance from the adjacent site's crossing to the north.
 - The exceedance in access width is minimal and deemed necessary to accommodate tracking curves for the larger service vehicles that will be utilising this access.
 - As the service entry will be used infrequently as compared to the basement access and provides entry-only for service vehicles, the risk of conflict with other users of the transport network is minimised. Furthermore, the vehicle access will be appropriately designed to include required pedestrian visibility splays and maintain clear sightlines between the site and the street. Therefore, the reduced separation distance from the adjacent site's vehicle crossing is considered acceptable in this instance.
- An exit-only vehicle crossing is proposed for service vehicles along Great South Road. Adverse effects of this arrangement are acceptable as:
 - The vehicle crossing maintains a compliant width and will be appropriately designed with pedestrian visibility splays incorporated into the design.
 - The location, gradient and design of the vehicle crossing and access ensure that adequate intervisibility and sightlines are maintained between vehicles and other users of the transport network.
 - Proffered conditions of consent ensure that right hand turns out of the site and onto this arterial road will be banned.

- Signage will be implemented so as to ensure the access is used for exit-only as well as to restrict use of the access by non-authorised vehicles and general traffic.
 - The use of this access will be limited and lower than existing use volumes.
 - Overall, the proposed access arrangements reflect a net loss in vehicle access along Great South Road.
- The design of on-site parking and manoeuvring provisions are found to be adequate and workable such that they enable safe and efficient movements.
 - It is also noted that the site is subject to road-widening designation – ‘Designation 1618’ in favour of Auckland Transport. This translates to a 2.7m building set back restriction along the site’s Great South frontage. This has been taken into account through the design of the vehicle access ensuring that the visibility splays will remain unaffected if the designation is to be utilised for road widening in the future, thereby ensuring pedestrian safety at this access is maintained.

For the reasoning above, transportation effects in terms of safety and functionality both on and off site are considered acceptable. With regards to amenity, I add the following:

- As previously discussed, the proposal reflects an overall improvement of the site to street interface along Mauranui Avenue such that the proposed vehicle crossings will have negligible impact on pedestrian amenity.
- Along Great South Road, the proposal results in a reduced number of vehicle access points to the site as compared to the existing thereby restricting proliferation of vehicle crossings along the streetscape and subsequently enhancing pedestrian amenity.
- Design of the interface along Great South Road recognises the existing designation and the possibility that this land may be claimed for road widening in the future, ensuring that pedestrian amenity along this interface is maintained with or without the designation setback.

Submitters have raised concerns with regards to effects on various aspects of the existing safety and functionality of the transport network along both Mauranui Avenue and Great South Road. Key themes have been summarised in Section 12 of this report and complete submissions can be found in Attachment 6. These matters, where they fall within matters over which discretion is permitted, have been reviewed and addressed by Mr. Shen and Mr. Stone through their assessments. I acknowledge the concerns raised and provide the following comments:

- In terms of effects associated with increased traffic volumes on the functionality of the existing road network, I find that the assessment and findings summarised above adequately demonstrate that there will be no significant effects in this regard, including along Mauranui Avenue.
- In terms of effects on pedestrian safety, specifically noting the high volume of school children in the vicinity, the preceding assessment demonstrates that pedestrian amenity and safety have been adequately considered and provided for through the design such that there will be no increased safety risks for pedestrians.

- In terms of traffic calming controls, I find that the existing transport infrastructure effectively provides for this, and the proposed development has been designed such that it can be integrated into the existing traffic environment without disrupting existing operation.
- In terms of restricted on-site parking and potential effects on street parking, these matters sit beyond Council's discretion and therefore do not form part of this assessment.

Overall, I am satisfied with the assessment and conclusions provided by the traffic specialists and consider the effects on functionality, safety and efficiency of the transport networks to be acceptable.

Street trees

The proposal requires removal of two Puriri street trees along Mauranui Avenue to enable the construction of the proposed vehicle crossings. Submissions have been made with regards to this aspect of the proposal, specifically in terms of the potential loss of habitat for native birds and moths.

An Arboricultural Assessment³¹ prepared by Peers Brown Miller Ltd. has been provided in support of the application. The key findings and recommendations of this report are summarised as follows:

- The provided report sets out a works methodology as well as tree protection methodology including (but not limited to) a pre-start meeting to ensure that all persons involved with works on site are aware of the trees that are to be protected, protection and contingency measures, fencing off of trees to be retained and tree removal works to be undertaken under the supervision of a suitably qualified arborist. These recommendations align with best practice arboricultural practice and are therefore ensure that any adverse effects will be appropriately avoided, remedied or mitigated.
- While the two trees that are to be removed are in fair condition and contribute to the existing ecological and amenity values of the context, it is proposed to plant eight (8) new street trees of appropriate size and species. The scale and nature of replanting proposed is considered adequate so as to mitigate any adverse effects associated with the removal of the two existing street trees.

Council's Arborist – Regine Leung, has assessed the proposal as it relates to street tree removal including a review of the aforementioned report. Through her findings Ms. Leung concurs with the findings and recommendations contained in the report, further stating that any loss associated with the removal of the two street trees will be adequately mitigated by the proposed replanting and adherence to consent conditions. Ms. Leung has reviewed the submissions made and confirmed that her position remains unchanged.

I adopt and rely on Ms. Leung's assessment as it relates to street tree removal. Having considered both expert findings as well as matters raised by submitters, I conclude that the

³¹ Attachment 1: Appendix J

proposal adequately addresses any loss of amenity, landscape and ecological values associated with the removal of two street trees and appropriately protects street trees to be maintained such that any effects will be acceptable.

Summary

Actual and potential effects conclusion

I also note that 15 submissions have been received in support of the proposal, the key themes have been identified in Section 12 of this report. I have reviewed these submissions and where relevant, have turned my mind to them during my assessment of actual and potential effects of the proposal as summarised above.

In summary, my opinion is that the actual and potential effects associated with the proposed development are acceptable in the context of the receiving environment. Effects have been adequately considered and addressed through the proposal as well as supporting assessments and recommendations and will be further managed through conditions of consent.

15. Relevant statutory documents - s104(1)(b)

The following are not applicable to the current resource consent application:

- No other regulations apply to this application (s104(1)(b)(ii));
- The NZCPS is not relevant to this application as the application is not located in or adjacent to the coastal environment; and
- Sections 7 & 8 of the Hauraki Gulf Marine Park Act (HGMPA) (as a NZCPS) are not relevant to this application as the proposal has no impact on the coastal environment of the Hauraki Gulf (s104)(1)(b)(iv).

Further, the following statutory instruments are relevant insofar as they relate to the matters over which discretion is reserved.

National Environmental Standard – s104(1)(b)(i)

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS)

The purpose of the NES:CS is to ensure that sites affected by contaminants are appropriately identified, assessed and, if required, remediated prior to development so as to make the land safe for human use. In this case, the NES:CS is applicable to the subject site as a DSI indicates that *“it is more likely than not that an activity or industry described in the HAIL has been undertaken on it”*³² resulting in concentration of lead in the soil that measures higher than the natural background level but lower than applicable NES:CS ‘Soil Contamination Standards’ (SCS). Noting the identified level of soil contamination on the subject site, the DSI concludes that this does not pose a risk to human health or the environment. To ensure that soil disturbance during proposed earthworks is appropriately undertaken and the site adequately remediated for intended use a ‘Contaminated Site Management Plan’ (CSMP) has been provided and will be employed.

³² NES:CS Regulation 5(7)(c)

The appropriateness and adequacy of the CSMP to protect human health and the environment in a manner consistent with the NES:CS, both during and post development, has been confirmed by technical experts. Therefore, the proposal is considered to be consistent with the purpose and relevant provisions of the NES:CS.

National Policy Statement – s104(1)(b)(iii)

National Policy Statement on Urban Development (NPS:UD)

The NPS:UD sets out objectives and policies requiring relevant Councils to plan and provide for growth in a manner that ensures a well-functioning urban environment for all people and communities.

Auckland Council has proposed Plan Changes (PC) 78 – 80 in response to NPS:UD requirements, where PC78 specifically aims to enable intensification within walking distance to City, Metropolitan, Neighbourhood, Local and Town Centres as well as rapid transit stops by either identifying these areas as “walkable catchments” or up-zoning sites to provide for higher intensity and density development than that applicable under the current AUP(OP). The subject site falls within one such walkable catchment, owing to its’ proximity to Newmarket (Metropolitan Centre) and Remuera Train Station. While PC78 requires development of at least six storeys within walkable catchments, qualifying matters³³ currently restrict intensification of this scale on the subject site requiring assessment of the application to be undertaken against the AUP(OP) primarily. While PC78 standards are not applicable in this case, objectives and policies introduced by it can be taken into consideration and have been considered as and where relevant in sections below.

The proposal is considered to be generally consistent with objectives and policies of the NPS:UD for the following reasons:

- Enables residential intensification within an area that is well-serviced in terms of social, economic, community and transport infrastructure, therefore increasing accessibility to and vitality of existing amenities.
- Contributes towards development of a well-functioning urban environment by enabling intensification within an area that is well-serviced in terms of social, economic, community and transport infrastructure.
- Delivers residential intensification in a manner that caters to a range of user groups and households and the housing model proposed provides an alternative method for secure, long-term housing opportunities.
- Provides for significant, mixed-use development within a walkable catchment of the edge of a metropolitan centre zone while appropriately considering and responding to identified qualifying matters thereby managing adverse effects on persons and the environment.

³³ Designations and flood plain as identified by PC78 map viewer, 18 August 2022

- Recognises and manages the extent to which intensification may detract from some existing amenity values while recognising the benefits of intensification to improve and provide for other amenity values.

Therefore, while intensification standards for the subject site do not have immediate legal effect, the proposal has regard to the development capacity recognised by PC78 as well as the intentions of the NPS:UD for the development of well-functioning urban environments.

Auckland Unitary Plan (Operative in part): Chapter B Regional Policy Statement - s104(1)(b)(v)

Chapter B of the AUP(OP) sets out the strategic framework for the identified issues of significance, and resultant priorities and outcomes sought. These align with the direction contained in the Auckland Plan.

Section 9.2.4 of the applicant's AEE assesses the consistency of the proposal with 'Chapter B2 Tāhuhu whakaruruhau ātaone- Urban growth and form', 'Chapter B4 Te tiaki taonga tuku iho - Natural heritage' and 'Chapter B10 Ngā tūpono ki te taiao - Environmental risk' of the Regional Policy Statement (RPS). The key findings are summarised as follows:

- The proposal enables residential intensification around centres and close to existing social, economic and transport infrastructure, thereby contributing towards the development of a compact urban form. By doing so the proposal demonstrates an efficient use of land and existing public infrastructure in a manner ensures a high-quality urban environment while minimising adverse environmental effects. Therefore, is consistent with relevant objectives and policies of Chapter B2.
- While the site is not subject to a 'Volcanic Viewshaft Overlay' or 'Height Sensitive Area' controls, through its design the proposed development acknowledges the significance of the natural landscape within which it is sited³⁴ thereby achieving an outcome that is consistent with the relevant objectives and policies of Chapter B4.
- The proposal appropriately considers and responds to the level of natural and other hazards (contamination) identified on site. This is demonstrated through design strategies, works methodology and mitigation measures proposed that ensure no increase or new risks to people, property, infrastructure and the environment from natural and other hazards is not increased. Therefore, demonstrating consistency with objectives and policies of Chapter B10.

I concur with and adopt the findings as summarised above. Furthermore, the subsequent assessment pursuant to section 104(1)(b)(vi) of the RMA considers the proposal in the context of relevant objectives and policies of the AUP(OP) in further detail, demonstrating consistency with these provisions. As the provisions of the AUP(OP) give effect to the objectives and policies of the RPS, I consider the proposal to be consistent with the objectives and policies of the RPS. Chapters B2 and B10 are subject to Plan Change 80 and has been addressed through subsequent assessment contained under sub-heading 'Plan Change 80'.

³⁴ Attachment 1: Appendix A – Section 9.1.2 and Attachment 1: Appendix I - Sections 5.61 -5.63

Plan or Proposed Plan – section 104(1)(b)(vi)

The relevant plans are identified in preceding sections of this report, and the proposal is considered against the relevant provisions below.

Auckland Unitary Plan (Operative in part)

Chapter E8 Stormwater – Discharge and diversion

E8.2 Objectives and E8.3 Policies adopt objectives and policies contained in either Chapter E1 or E2, depending on the nature of the activity proposed. As this proposal includes discharge of stormwater, the objectives and policies of 'Chapter E1 Water quality and integrated management' are considered to be of relevance, and have been accordingly assessed as follows:

- The proposal ensures that discharge from proposed impervious areas is appropriately treated so as to minimise contaminant levels before discharging to land, thereby managing the quantity and quality of stormwater so as to protect the health of receiving land and water systems and subsequently public health (Objective E1.2(3)).
- The proposal reflects a reduction in impervious area on site as compared to existing and introduces an on-site stormwater management system where one does not currently exist. The proposed stormwater system controls the peak-flow and volume of stormwater discharge so as to ensure that the rate of discharge from the site falls within the capacity of the receiving land. Therefore, by reducing the extent of impervious areas and resulting stormwater run-off from the site while ensuring that the development is adequately supported by appropriate stormwater infrastructure, the proposal minimises the extent of existing stormwater effects and mitigates potential new adverse effects (Policies E1.3(9) – (11)).

For the reasoning above, I consider the proposal to be consistent with the relevant provisions of Chapter E8.

Chapter E12 Land disturbance – District

While the extent and volume of proposed earthworks exceeds that which is generally anticipated, this is considered necessary in order to create a levelled building platform and achieve appropriate gradients to meet the operational needs of the proposal. Furthermore, the manner in which these works will be undertaken ensures that any adverse effects in terms of instability, noise, dust, run-off and traffic will be appropriately managed so as to avoid, remedy or mitigate effects on the environment and to protect the safety of people on and adjacent to the site. The works are designed in response to existing site conditions and will be implemented taking into consideration specific recommendations from suitably qualified engineers and other relevant professionals, thereby enabling them to be undertaken in a manner that ensures the stability and safety of the surroundings. For these reasons, the proposal is considered generally consistent with Objectives E12.2(1), Policies E12.3(2) –(3) and (5) – (6), matters of discretion and assessment criteria as outlined under Chapter E12 of the AUP(OP). These provisions remain unchanged by any proposed plan changes and therefore no weighting assessment is required.

Chapter E17 Trees in Roads

The proposal provides for replacement tree planting to mitigate any loss of amenity and streetscape character resulting from the removal of the existing trees. Thereby recognising the importance of street trees while also recognising the functional requirements of the subject site. This includes eight new native trees to be appropriately located such that it increases the extent and quality of tree cover on roads while recognising the functional requirements of the site. Consent conditions require maintenance of these trees during formative years to ensure they are appropriately established and contribute to the environment as anticipated. Therefore, the proposal is considered to be consistent with Objectives E17.2(2) – (3), Policies E17.3(2) and (4), matters of discretion and assessment criteria of Chapter E17 of the AUP(OP). These provisions remain unchanged by any proposed plan changes and therefore no weighting assessment is required.

Chapter E23 Signs

Proposed comprehensive development signage includes signs to identify proposed activities on site, way-finding signage as well as signs to manage traffic so as to provide for the overall convenience and safety of users. The design and placement of signs will follow the aesthetic of the building without detracting from its appearance or creating visual clutter. Conditions of consent ensure that billboards are not permitted to be installed on any facades so as to avoid dominance effects and maintain amenity values of the building and the surrounding environment. For these reasons, the proposal is consistent with Objectives E23.2(1) –(2) and Policies E23.3(1) – (5) as well as relevant matters of discretion and assessment criteria of Chapter E23.

Chapter E25 Noise and Vibration

The proposal implements the best practicable options for managing the exceedance of noise limits anticipated from the proposed construction works on site, ensuring that these do not extend beyond reasonable limits. Appropriate measures will be taken to ensure that the adverse effects of construction noise and vibration are appropriately addressed to minimise the level of effects on adjacent land uses, particularly activities that sensitive to noise such as residences. Measures to manage these effects include neighbour consultation, use of appropriate acoustic barriers, limitation on construction hours and equipment and monitoring. Suitable building cladding and window treatments will ensure that reverse sensitivity effects from adjacent sites are appropriately managed, and occupants' amenity is maintained. Taking this into consideration, the proposal is generally consistent with Objectives E25.2 (1) and (4), Policies E25.3(2), (3) and (10) as well as applicable matters of discretion and assessment criteria identified under E25.8.1 and E25.8.2. Chapter E25 of the AUP(OP) remains unchanged by any proposed plan changes.

Chapter E27 Transport

The proposal is considered to be consistent with Objectives E27.2(1), (3) – (5) and Policies E27.3(1) - (3), (14), (17) – (18) and (20) – (22) outlined in Chapter E27 of the AUP(OP) as:

- The proposal acknowledges the transport context within which it is located and encourages use of existing public transport, walking and cycling infrastructure.
- Adequate provisions have been made for secure long-term and visitor parking on site, further encouraging active transport modes.

- An integrated traffic assessment has been undertaken and demonstrates that anticipated traffic volume can be accommodated within the existing transport networks adjacent to the site with minimal effects to its efficiency and functionality.
- The proposed vehicle crossing and associated access, parking and manoeuvring provisions have been designed and located in a manner that allows for low-speed environment, and safe and sufficient movement for residents to and from the site while also ensuring the safety of other users of the existing transport network.
- Suitable provisions, such as inclusion of visibility splays, have been incorporated into the design to address non-compliance with design standards so as to ensure the risk of conflicts between users on and off site is avoided and the functionality of the adjacent transport network maintained.
- By locating parking provisions below ground, this is adequately screened such that any adverse effects on the amenity of the streetscape and surrounding sites is minimised.
- The proposal reflects a net reduction in vehicle crossing along the arterial road (Great South Road) and limits use of this access to egress only for service vehicles.

While most of the aforementioned objectives and policies of Chapter E27 remain the same under both the AUP(OP) and PC 79, where these have been varied or new objectives and/or policies introduced, these have been considered through subsequent assessment contained under sub-heading 'Plan Change 79'. Notwithstanding, the outcome is considered to be generally the same under both the AUP(OP) and PC79 such that no weighting is required.

Chapter E36 Natural hazards and flooding

The proposal adequately considers and addresses the risks associated with the existing flood plain and ensures that these risks are not increased through the use and development of the site. Less-vulnerable activities associated with the proposal, i.e. basement parking is located within the identified flood plain with habitable spaces adequately raised above anticipated flood levels. Suitable on-site mitigation measures have been proposed so as to avoid displacement of flood waters beyond the site thereby ensuring the risks from flood hazard to people and property upstream and downstream are effectively minimised. Furthermore, the proposal reflects an overall reduction in the volume of stormwater being discharged directly to public roads beyond the site, thereby offsetting any minimal flood displacement that may occur. Flood risk assessments that align with the level of risk and scale of the proposal have been undertaken and contingency measures proposed to ensure safety of persons and property on site is adequately provided for in the event of a flood.

For these reasons, the proposed development is considered to be consistent with Objectives E36.2(2), (3) and (5) and Policies E36.3(3) – (4), (13) and (15) as outlined in Chapter E36 of the AUP(OP). These provisions remain unchanged by any proposed plan changes and therefore no weighting assessment is required.

Chapter E40 Temporary activities

In the event that temporary activities on site exceed permitted durations, any associated effects in terms of noise, lighting, traffic, hours will be appropriately managed, as identified through the assessment under Chapters E12 and E25 above, through implementation of relevant management plans and on-going monitoring as required by conditions of consent.

Any adverse effects associated with these activities will be temporary in nature and will be adequately managed to ensure effects on the amenity, safety and functionality of the surrounding environment are avoided, remedied or mitigated. Therefore, the proposal is consistent with Objective E40.2(2), Policies E40.3(1) and (3) and relevant matters of discretion and assessment criteria of Chapter E40 of the AUP(OP). These provisions remain unchanged by any proposed plan changes and therefore no weighting assessment is required.

Chapter H13 Business – Mixed use zone

The proposal reflects an intensity, form, scale and appearance that appropriately considered and responds to its location relative to centre zones and the existing public transport network. It provides quality and diversity of housing while ensuring adequate amenity is maintained both on and off site, noting the site's unique placement in proximity to three maunga / open spaces. While over-height and visually prominent, overall, it enables a scale, use and level of intensification that aligns with the outcomes anticipated by the zone, while contributing to the amenity of adjacent streets, providing for the day to day needs of future residents and avoiding significant adverse effects on adjacent sites, particularly sunlight / daylight access and views toward with these local maunga. Therefore, the proposal is considered to be consistent with Objectives H13.2(1), (3), (5), (6) – (9), Policies H13.3(2) – (6), (8), (12), (13), (16) – (18) and (20) as well as relevant matters of discretion and assessment criteria of Chapter H13 of the AUP(OP). Changes and additions to this chapter resulting from PC78 have been considered below.

Plan change 78 (PC78)

This plan change applies to multiple chapters of the AUP(OP). Those of relevance to this assessment are the changes to Chapter H13 Business – Mixed Use Zone. This includes modification of existing objectives and policies and addition of new ones to provide for NPS:UD provisions including development of 'well-functioning urban environment', requiring minimum six storey building height in 'walkable catchments' and accommodating qualifying matters. However, as the sites are subject to qualifying matters (flood plains, airport designation), these changes have minimal impact on the policy framework applicable to the site at present. Therefore, I refer back to the assessment provided with regards to the NPS:UD above³⁵ and conclude that the proposal is not inconsistent with PC78 for the reasoning summarised under the preceding assessment. As my findings are the same under both the AUP(OP) and PC78, no further weighting is required in this regard.

Plan change 79 (PC79)

This plan change targets parking and access provisions throughout the plan. Those of relevance to this assessment include changes and additions to Chapter E27 including removal of minimum parking requirements, provision of accessible parking, provisions to facilitate use of electric vehicles, bicycle parking requirements for all residential development and designing for low-speed environments. The proposal addresses and provides for all of these changes and is therefore considered consistent with PC79.

³⁵ Assessment under sub-heading - *National Policy Statement – s104(1)(b)(iii)*

Plan change 80 (PC80)

This plan change applies to Chapter B Regional Policy Statement of the AUP(OP). The changes resulting from PC80 align with the changes to other chapters in the plan enabled by PC78 and the NPS:UD. Of particular relevance to this assessment are the changes to Chapter B2 and Chapter B10 requiring a more pronounced consideration of creating 'well-functioning urban environments' and increasing resilience to climate change through urban development in Auckland. While little weight can be given to this plan change, the proposal is not inconsistent with the policy direction it enables as:

- The proposal provides for residential intensification in a location that affords accessibility and connectivity to existing centres and transport infrastructure, therefore contributing towards development of a 'well-functioning urban environment'.
- The proposal incorporates flood mitigation measures to mitigate an increased risk of flood hazard for persons and the environment both on and off site.

Given that the outcomes of my assessment are the same under both the AUP(OP) and PC80 no further weighting is considered necessary.

Weighting

As identified above, the outcomes are the same under both the operative and proposed plan frameworks. Therefore, no weighting is required.

Conclusion

In accordance with an assessment under s104(1)(b) of the RMA the proposal is consistent with the relevant statutory documents insofar as they relate to the matters over which discretion is restricted.

16. Any other matter – section 104(1)(c)

As a restricted discretionary activity, the other matters that can be considered under s104(1)(c) of the RMA must relate to the matters of discretion restricted under the relevant statutory documents.

In this case, while the following matters can be considered, they are not considered relevant or reasonably necessary to determine the applications for reasoning identified below.

- Albert – Eden Local Board Plan – consideration of this plan is of relevance to this assessment. As representatives of the local board have provided written comments and wish to speak to these at the hearing, I consider that any assessment against the objectives and policies of the Local Board Plan will be adequately captured through this. Notwithstanding, I consider that the proposal is consistent with Local Board Plan objectives including the provision of quality, affordable housing in a location that is near to urban centres.

Submissions

All of the submissions received by the council in the processing of this application have been reviewed and considered in the overall assessment of effects in this report. The council's specialists have also reviewed the relevant submissions as required and incorporated comments into their assessments accordingly. Many of these submissions raised similar issues and have been dealt with generically in the body of this report. Those that have raised specific resource management matters and points of clarification have been specifically addressed in the assessment of actual and potential effects contained in Section 14 of this report.

Matters raised through the submissions that have not been assessed under section 14 of this report relate to matters beyond the scope of this assessment and the RMA in general.

Local Board comments

The Albert-Eden Local Board provided their comments in opposition of the proposal in word document format via email dated 17 August 2023. The document is saved as '**Attachment 7**'. The issues raised are similar to those raised by other submitters opposing the application, including height, shading, landscape views, flood plain and overland flow matters and traffic effects.

17. Other relevant RMA sections

Monitoring – s35

In granting consent to an application, the Council may impose conditions to avoid, remedy or mitigate any adverse effects associated with the land use. In addition, the Council is required to monitor the exercise of resource consents under s35 of the RMA and may fix a charge under s36 payable by the consent holder in order to carry out monitoring functions.

It is considered that should consent be granted consent conditions are to be imposed that require monitoring. Consequently, an initial monitoring deposit fee of \$1116 is sought in relation to this application and considered reasonable given the scale and complexity of the proposal.

Matters relevant to discharge and coastal permits – s105

The proposal requires a discharge permit pursuant to s15. Under section 105, the council must have regard to additional matters for any application for a discharge permit or a coastal permit that would contravene s15 or s15B of the RMA. The proposal is considered to satisfy the matters set out in s105 because:

- Sufficient treatment is proposed to ensure the discharge avoids adverse effects on the particular receiving environment, and downstream water bodies .
- Based on provided soakage testing, the proposed discharge is easily achievable and convenient for the application.

- The alternative to discharge into the public stormwater system is more difficult to achieve due to topography challenges. The applicant has appropriately considered possible alternative methods of discharge.

The provisions of s105 have been met subject to appropriate conditions of consent to ensure there is no significant adverse effect on the receiving environment. The applicant's reasons for the proposed choice are considered appropriate in the circumstances and there are no alternative methods of discharge applicable in this case.

Restrictions on discharge permits – s107

The council must have regard to the restriction on the granting of certain discharge permits that would contravene sections 15 or 15A.

In this case, the applicant has demonstrated that the proposed discharge will not produce any conspicuous oil or grease films, scums or foams, or floatable or suspended materials, nor create any conspicuous change in the colour or visual clarity of the receiving waters, nor create significant adverse effects on aquatic life.

Granting a discharge permit to contravene sections 15 or 15A is considered to meet one or more of the circumstances described in s107(2) and granting the permit is consistent with the purposes of the RMA to do so.

Conditions of resource consents – ss108 and 108AA

The recommended conditions of consent are contained in Section 21 below.

In addition to the conditions offered by the applicant or inherent in the application proposal, and any identified in the s104 assessment above, the other conditions are recommended on the following basis:

- To manage adverse effects associated with the construction phase of works;
- To require monitoring and maintenance of aspects of the proposal including landscaping, street tree planting, stormwater devices;
- To ensure implementation of traffic control measures; and
- For certification of management plans and finalised drawings so as to ensure that they align with draft versions assessed under the current application.

Duration of resource consents – s123

In this case the proposal involves discharge of stormwater to land via on-site soakage. A 35-year duration is recommended based on the advice of Ms. Oakey. This is because the activity subject to consent is unlikely to alter substantially over this timeframe and on-going maintenance would be sufficient to ensure adequate environmental performance over this time.

Lapsing of resource consents – s125

Under s125, if a resource consent is not given effect to within five years of the date of the commencement (or any other time as specified) it lapses automatically, unless the council has granted an extension. In this case, five years is considered an appropriate period for the consent holder to implement the consents based on the information contained in various documents provided by the applicant and due to the nature and scale of the proposal.

18. Consideration of Part 2 (Purpose and Principles)

Purpose

Section 5 identifies the purpose of the RMA as the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Principles

Section 6 sets out a number of matters of national importance which need to be recognised and provided for. These include the protection of outstanding natural features and landscapes, the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage.

In this case, while the local maunga are outstanding natural features of national importance, the provisions contained within the AUP(OP) are considered a sufficient planning framework within which effects to the maunga can be assessed and recourse to s6 is not required, noting particularly that the site is outside the Volcanic Viewshaft overlay, which is the planning mechanism typically used to maintain and protect the integrity and values of these taonga.

Section 7 identifies a number of “other matters” to be given particular regard by the council in considering an application for resource consent. These include the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values.

Section 8 requires the council to take into account the principles of the Treaty of Waitangi.

Assessment

Any consideration of an application under s104(1) of the RMA is subject to Part 2. The Court of Appeal in *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316 has held that, in considering a resource consent application, the statutory language in section 104 plainly contemplates direct consideration of Part 2 matters, when it is appropriate to do so. Further, the Court considered that where a plan has been competently prepared under the RMA it may be that in many cases there will be no need for the Council to refer to Part 2. However, if there is doubt that a plan has been “competently prepared” under the RMA, then it will be appropriate and

necessary to have regard to Part 2. That is the implication of the words “subject to Part 2” in s104(1) of the RMA.

In the context of these restricted discretionary activity applications for land use and discharge, where the objectives, policies, rules, standards, matters of discretion and assessment criteria of the relevant statutory documents were prepared having regard to Part 2 of the RMA, they capture all relevant planning considerations and contain a coherent set of policies designed to achieve clear environmental outcomes. They also provide a clear framework for assessing all relevant potential effects, and I find that there is no need to go beyond these provisions and look to Part 2 in making this decision as an assessment against Part 2 would not add anything to the evaluative exercise.

19. Conclusion

Overall, having reviewed and assessed the application documents, technical specialist memorandums, and submissions, I am of the opinion that the proposal represents a balanced and acceptable environmental outcome in response to both the physical and planned context within which it is located. The proposal is generally consistent with the relevant provisions of operative and proposed planning framework and the Resource Management Act 1991, and any adverse effects will be overall acceptable.

20. Recommendation

Recommendation on the applications for resource consents

Subject to new or contrary evidence being presented at the hearing, I recommend that under sections 104, 104C, 105, 107 and Part 2, resource consents are **GRANTED**.

The reasons for this recommendation are:

1. Under s104C only those matters over which council has restricted its discretion have been considered. Those matters are:
 - E8.7.1(1) matters of control for discharge of stormwater runoff from impervious areas greater than 1000m² and up to 5000m² within an urban area;
 - E12.8.1(1) for restricted discretionary land disturbance activities;
 - E17.8.1(1) for restricted discretionary activities relating to trees in roads;
 - E23.8.1(1) – (5) for comprehensive development signage;
 - E25.8.1(1) for restricted discretionary noise and vibration;
 - E27.8.1(4) for activity that exceeds the trip generation thresholds under Standard E27.6.1;
 - E27.8.1(9) for activity or development that infringes standards for design of parking and loading areas or access under Standards E27.6.3, E27.6.4.2 and E27.6.4.3;
 - E27.8.1(12) for construction and use of a vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(3);

- E36.8.1(5) for below ground parking in the 1% annual exceedance probability (AEP) floodplain;
 - E36.8.1(9) for new structures and buildings within the 1% AEP floodplain;
 - E36.8.1(10) for use of new buildings to accommodate more vulnerable activities within the 1% AEP floodplain;
 - E40.8.1(1) – (3) for restricted discretionary temporary activities;
 - H13.8.1(3) for new buildings;
 - H13.8.1(7) for buildings that do not comply with standards; and,
 - NES:CS (9)(3) matters of control for removing or disturbing soil.
2. In accordance with an assessment under ss104(1)(a) and (ab) of the RMA, the actual and potential effects from the proposal are found to be acceptable, because:
- a. The level of intensity enabled by the proposal, in terms of form and activity, is well-suited to both the existing physical as well as the plan context within which it is located. It reflects an appropriate response to locational factors such as proximity to centres and connectivity to multi-modal transport options, thereby enabling efficient use of land and through context responsive design and massing adequately minimises adverse effects on the surrounding environment.
 - b. The strategic massing implemented through the proposal enables a site configuration that adequately considers its three street frontages as well as activities immediately adjacent to it, distributes activities and bulk across the site so as to enable edge outcomes that integrate well with the existing context while also providing for streetscape and on-site amenity.
 - c. The activities located along the Great South Road street interface add to the visual interest and activity along the streetscape while the height and proportions of fenestrations minimise visual dominance effects at street level. While the building fronting Mauranui Avenue is built to the street edge, articulation achieved through materiality, recessed entrances and curved walls, softens the overall appearance at street level. All street facing facades provide for increased opportunities for passive surveillance over the adjoining public realm and generally enhance the site to street interface.
 - d. The site is subject to a road widening designation along its Great South Road frontage, which is currently proposed as a landscape buffer between site and street. However, the proposed street level interface has been designed to ensure an adequate level of activation and visual interest is retained with or without the current landscape buffer so as to ensure streetscape amenity is maintained if the road widening is implemented.
 - e. The height exceedances proposed align with policy directives for the zone that enable greater height as it reflects efficient use of land, supports existing public transport and community infrastructure, is well-separated from residential zones such that effects are minimised and is located adjacent to a metropolitan centre. Furthermore, the site is unrestricted by the volcanic viewshaft height controls that apply to other adjacent sites

that are similarly zoned, therefore reflecting an opportunity for additional height and the implementation of Policy H13.3(13).

- f. Adverse effects associated with the additional height are managed through restricted depth of overall building footprints which allow for adequate separation distance between the towers and create a sense of openness. Bulk and visual dominance effects are further minimised through comprehensive landscaping and articulation of building facades.
- g. Shading analysis provided by the applicant demonstrates that reasonable access to sunlight and daylight is maintained for adjacent streets, the adjoining school site and open spaces as shading effects associated with the increased built intensity allow for this. Thereby maintaining an overall level of amenity that is not inconsistent with the outcomes anticipated by the zone.
- h. While the increased height indicates an inevitable change in wind conditions in the local context, these will not be markedly different from existing and do not exceed permitted thresholds identified by the plan based on the use of surrounding areas.
- i. In terms of landscape effects, the proposal will be viewed in glimpses and against the backdrop of other large-scale developments along the edges of the motorway and therefore acceptable when viewed in the wider context. Within the local context, the proposal will have more pronounced effects however the level and nature of effects would not be uncharacteristic in the planned context of the vicinity. Overall, the overall quality and detail of design is considered commensurate with the scale and prominence of the proposal such that it would not detract from the local landscape while consequently contributing towards a sense of place within this part of the Great South Road commercial corridor.
- j. Zone provisions require consideration of effects on adjacent open space. While there are no such spaces immediately adjacent to the subject sites, surrounding maunga are vital open spaces in the urban environment under consideration. This includes Ōhinerau (Mt Hobson), Te Kōpuke (Mt St John) and Maungawhau (Mt Eden). While the site itself is not subject to AUP(OP) controls that protect views to, from and between maunga that are of local and regional significance, the scale and prominence of the proposal ensures its visibility in some sightlines between the aforementioned maunga. Assessment in this regard demonstrates that while the proposal introduces a new visual element into these sightlines that may somewhat distract, it will not diminish overall appreciation of the maunga. Therefore, effects to amenity values afforded by these views are acceptable.
- k. Overall, noting the scale of the proposed development, visual effects are inevitable. However, measures taken to break up the bulk and visual dominance in conjunction with the extent to which it responds and contributes to the context reflects an outcome with acceptable landscape and visual effects.
- l. Effects on amenity of neighbouring sites has been considered in terms of shading, sunlight and daylight access, visual amenity and privacy:
 - In terms of shading, these effects are acceptable as shading diagrams demonstrate that reasonable access to sunlight and/or daylight is maintained for all neighbouring sites throughout the year.

- The primary outlook from proposed apartments is oriented over adjoining transport corridors or internally over the central courtyard, thereby minimising overlooking onto neighbouring sites to a substantial extent and subsequently privacy effects.
 - Effects on visual amenity of neighbouring sites vary based on proximity to the proposed development and orientation of outlook. However, while sites closer to the subject site may experience higher level of effects, these effects will not be significant or uncharacteristic when considered in the context of the zone and surroundings.
- m. The development provides quality on site amenity for the residents, enabled by functional apartment sizes each with sufficient outlook and access to daylight/sunlight as well as private and communal outdoor living spaces.
 - n. The proposal includes residential, commercial and retail activities as well as supporting landscaping all of which have operational requirements. This includes infrastructure and servicing requirements to essential services such as safe and efficient access to the site, wastewater, water supply and waste management. Adequate provisions have been made in these regards to ensure the safety, efficiency and functionality of the site in line with the day to day needs of future users.
 - o. Operational noise and reverse sensitivity effects will be adequately managed through appropriate façade and glazing design as required by conditions of consent. This will ensure that effects will be minimised to acceptable levels both on and off site.
 - p. Any resulting adverse effects from the proposed signage will be acceptable when considering visual amenity and traffic safety, as the signs are appropriate for their context and do not create visual clutter when viewed within the wider site or streetscape context.
 - q. Stormwater from impervious areas on site will either be discharged to land via proposed soakholes or collected and reused for on-site landscaping purposes. Run-off being discharged to land will be appropriately treated so as to mitigate contaminants and the volume of flows will be controlled through detention tanks to ensure that discharge occurs at a rate that matches the soakage capacity of underlying soils. Overall, the proposed management and treatment of stormwater discharge from the site will be appropriately undertaken *“in a manner that protects the environment, cultural values, public health and amenity and avoids significant adverse effects on groundwater and surface water quality.”*
 - r. The basement of the Mauranui Avenue building will be located below the anticipated flood levels of the flood plain identified on site. Appropriate mitigation measures to ensure waters do not enter the basement and building have been recommended and conditioned to ensure the proposal is adequately protected from flood risk. Additionally, more vulnerable activities on site are adequately raised above anticipated flood water levels and therefore protected.
 - s. While the provided flood assessment demonstrates the potential for minimal flood water displacement beyond the site, given the overall reduction in stormwater draining from the site to the surrounds in a currently uncontrolled manner, any flood displacement resulting from the proposal can be accommodated without increase in flood risk up or down stream.

- t. Required earthworks have been designed in response to specific site conditions and will be implemented so as to ensure the safety and integrity of persons, structures and existing infrastructure on and off site. Associated effects in terms of traffic, light-spill and dust will be temporary in nature and can be appropriately managed on site. A suite of management plans has been proposed and are required by conditions of consent ensuring effects are appropriately managed and monitored for the duration of works.
- u. A DSI provided by the applicant provides a detailed analysis of the soil contamination of the sites which informs the site management procedures for the safe handling, removal and disposal of soils as outlined in the CSMP. Adherence to the management processes and mitigation measures of the CSMP will ensure that the site is suitable for the activities proposed and adverse effects resulting from the disturbance of contaminated soils will be adequately mitigated such that the health and safety of people and the environment is protected. Consent conditions to this effect are provided.
- v. Noise and vibration effects associated with required rock-breaking, compacting and piling works will be appropriately managed through the implementation of the CNVMP required by conditions of consent. The CNVMP includes best practice measures such as restricted construction hours, neighbour consultation and use of heavy-duty temporary acoustic barriers during works as well as monitoring requirements to ensure noise and vibration effects are appropriately avoided, remedied or mitigated as far as practicable.
- w. The proposal applies a conservative approach to calculation of anticipated trip generation so as to demonstrate that the worst-case scenario associated with increased traffic volumes to and from the site can be accommodated within the existing transport networks without significant effects to efficiency and functionality.
- x. Two new vehicle crossings are proposed along Mauranui Avenue. The infringements reflected by these are considered acceptable noting that one provides entry-only access for service vehicles and will therefore be used infrequently. Both vehicle crossings will be designed and implemented to maintain required visibility splays so as to minimise risk of conflict with other users of the road reserve.
- y. The proposed crossing along GSR is shared by pedestrians, other active travellers and restricted to exit only provisions for authorised service vehicles accessing the site from Mauranui Avenue. Signage will be installed to ensure the access is used only by authorised vehicles for egress only as well as to ensure no right hand turns onto the arterial route are permitted. The access is designed to ensure clear intervisibility between the site and the street. This together with aforementioned restrictions on use ensure that effects on the existing transport network will be acceptable.
- z. The road widening designation applicable along the GSR frontage has been taken into account through the design of the vehicle access ensuring that the visibility splays will remain unaffected if the designation is to be utilised in the future, thereby ensuring pedestrian safety at this access is maintained.

- aa. Along Great South Road, the proposal results in a reduced number of vehicle access points to the site as compared to the existing thereby restricting proliferation of vehicle crossings along the streetscape and subsequently enhancing pedestrian amenity.
 - bb. The proposal requires removal of two street trees to provide for the construction of the Mauranui Avenue vehicle crossings. While the two street trees that are to be removed are in fair condition and contribute to the existing ecological and amenity values of the context, it is proposed to plant eight (8) new street trees of appropriate size and species. The scale and nature of replanting proposed is considered adequate so as to mitigate any adverse effects associated with the removal of the two existing street trees.
 - cc. In terms of positive effects, the proposal introduces a well-designed mixed-use development providing an increase in housing quantity and diversity of opportunities within a well-serviced neighbourhood creating a quality living environment for future residents without compromising on general neighbourhood amenity. It increases accessibility to existing infrastructure and amenities while positively contributing to the efficiency and vitality of these existing services.
3. In accordance with an assessment under s104(1)(b) of the RMA, the proposal is found to be consistent with the relevant statutory documents, including the NES:CS, NPS:UD, RPS, relevant chapters of the AUP(OP) and PC78 – 80.
 4. In accordance with an assessment under s104(1)(c) of the RMA, no other matters were considered relevant or reasonably necessary to determine the applications for reasons identified in Section 16 of this report.
 5. In regard to other relevant RMA sections, the proposed discharge to land required by the proposal pursuant to s15 has appropriate regard to matters listed in s105 and s107, including design alternatives, as described above.
 6. In regard to Part 2 of the RMA, in the context of this restricted discretionary activity application for land use, where the objectives and policies of the relevant statutory documents were prepared having regard to Part 2 of the RMA, they capture all relevant planning considerations and contain a coherent set of policies designed to achieve clear environmental outcomes. They also provide a clear framework for assessing all relevant potential effects, and I find that there is no need to go beyond these provisions and look to Part 2 in making this decision as an assessment against Part 2 would not add anything to the evaluative exercise.
 7. Overall, the proposal is generally consistent with the relevant provisions of the AUP(OP) and the Resource Management Act 1991, and any actual or potential adverse effects are assessed to be acceptable.

21. Conditions

Under sections 108 and 108AA, I recommend any grant of these resource consents is subject to the following conditions:

General conditions

These conditions apply to all resource consents.

- These consents must be carried out in accordance with the documents and drawings and all supporting additional information submitted with the applications, detailed below, and all referenced by the Council as resource consent numbers BUN60416582; LUC60416583 and SUB60416584.
 - Application Form and Assessment of Environmental Effects prepared by Jono Payne of Campbell Brown Planning Ltd., dated 15 March 2023

Report title and reference	Author	Rev	Dated
Resource Consent Design Statement – 76 & 80 Great South Road, Project Stellar	Jasmax Ltd.	B	23/02/20 23
74 – 80 Great South Road, Newmarket, Auckland – Infrastructure Report Ref.: LD-2240-RP-3090_Rev1	Blue Barn Consulting Ltd.	1	14/03/20 23
76 – 80 Great South Road, Remuera, Residential Development - Integrated Transportation Assessment Ref.: J002218 76-80 Great South Road, Remuera	Commute Transportation Consultants	-	01/03/20 23
Combined Preliminary and Detailed Site Investigation Project No.: 18670.000.001_03	ENGEO Ltd.	-	06/04/20 22
Geotechnical Investigation Project No.: 18670.000.001_03	ENGEO Ltd.	-	06/04/20 22
Wind Assessment: Project Stellar, 74-80 Great South Rd., Auckland Report No.: 23-529Q09.00	WSP	1	14/02/20 23
Proposed Comprehensive Residential Development at 74 and 80 Great South Road, Epsom – Urban Design and Landscape Assessment	R. A. Skidmore Urban Design Ltd.	-	03/2023
Arboricultural Assessment of Street Tree Issues Associated with the Proposed Construction of New Vehicle Crossings at 76 – 80 Great South Road, Epsom	Peer Brown Miller Ltd.	-	03/2023
Site Waste Management & Minimisation Plan – Project Stellar – 74 – 80 Great South Road	Green Gorilla	2	03/03/20 23

76, 80 Great South Road – Proposed Residential Buildings Remuera, Auckland – Acoustics – Operational Noise and Vibration Assessment Ref.: J005088.OP	Earcon Acoustics Ltd.	A	17/02/2023
76, 80 Great South Road – Proposed Residential Buildings Remuera, Auckland – CNVA – Construction Noise and Vibration Assessment Ref.: J005088.CA	Earcon Acoustics Ltd.	A	17/02/2023

Drawing title and reference	Author	Rev	Dated
Sitewide – Plan Level B1 Dwg. No. RC-010	Jasmax Ltd.	A	03/02/2023
Mauranui – Plan Level B1 Dwg. No. A1-2-099	Jasmax Ltd.	C	10/05/2023
Sitewide – Plan Level 00 Dwg. No. RC-011	Jasmax Ltd.	A	03/02/2023
Great South Road – Plan Level 00 Dwg. No. A1-3-100	Jasmax Ltd.	C	10/05/2023
Sitewide – Plan Level 01 – 07 Typical Dwg. No. RC-012	Jasmax Ltd.	A	03/02/2023
Sitewide – Plan Level 01 – 08 Dwg. No. RC-013	Jasmax Ltd.	A	03/02/2023
Sitewide – Plan Roof Dwg. No. RC-014	Jasmax Ltd.	A	03/02/2023
Sitewide – Elevations 1 Dwg. No. RC-020	Jasmax Ltd.	B	15/08/2023
Sitewide – Elevations 2 Dwg. No. RC-021	Jasmax Ltd.	A	03/02/2023
Sitewide – Sections 1 Dwg. No. RC-030	Jasmax Ltd.	A	03/02/2023
Sitewide – Sections 2 Dwg. No. RC-031	Jasmax Ltd.	B	10/08/2023

Sitewide – Sections 3 Dwg. No. RC-032	Jasmax Ltd.	A	03/02/20 23
Site Interface Key Plan Dwg. No. A8-5-500	Jasmax Ltd.	C	30/06/20 23
Site Interface Sections – Sheet 1 Dwg. No. A8-5-510	Jasmax Ltd.	B	10/05/20 23
Site Interface Sections – Sheet 2 Dwg. No. A8-5-511	Jasmax Ltd.	B	10/05/20 23
Site Interface Sections – Sheet 8 Dwg. No. A8-5-517	Jasmax Ltd.	A	30/06/20 23
Mauranui – Plan Level 00 Dwg. No. A1-2-100	Jasmax Ltd.	C	10/05/20 23
Mauranui – Façade Sections 1 Dwg. No. A4-2-011	Jasmax Ltd.	C	10/05/20 23
Apartment Typology Plans Dwg. No. RC-040	Jasmax Ltd.	A	03/02/20 23
Apartment Typology Plans Dwg. No. RC-041	Jasmax Ltd.	A	03/02/20 23
Apartment Typology Plans – Type J Dwg. No. A5-4-059	Jasmax Ltd.	B	10/05/20 23
Landscape Dwg. No. RC-080	Jasmax Ltd.	A	03/02/20 23
Landscape Planting Strategy Dwg. No. RC-081	Jasmax Ltd.	A	03/02/20 23
Planting Schedule Sheet 1 Dwg. No. RC-082	Jasmax Ltd.	A	03/02/20 23
Planting Schedule Sheet 2 Dwg. No. RC-083	Jasmax Ltd.	A	03/02/20 23
Levels & Drainage Strategy Dwg. No. RC-084	Jasmax Ltd.	A	03/02/20 23
Fencing & Retaining Strategy Dwg. No. RC-085	Jasmax Ltd.	A	03/02/20 23
Fence Types Dwg. No. RC-086	Jasmax Ltd.	A	03/02/20 23

Lighting Strategy Dwg. No. RC-087	Jasmax Ltd.	A	03/02/20 23
Landscape Dwg. No. RC-088	Jasmax Ltd.	A	03/02/20 23
Landscape Dwg. No. RC-089	Jasmax Ltd.	A	03/02/20 23
Landscape Dwg. No. RC-090	Jasmax Ltd.	A	03/02/20 23
Tree Planting Details Dwg. No. RC-091	Jasmax Ltd.	A	03/02/20 23
Signage; Figure S2	Commute Transportation Consultants	A	26/05/20 23
Mauranui Avenue Visibility Splay Figure S3	Commute Transportation Consultants	A	26/05/20 23
GSR – Visibility Splay & Vehicle Tracking	Commute Transportation Consultants	A	26/05/20 23
Earthworks – Finished Ground Conditions Contour Plan Dwg. No. 02240-ST1-C-200	Blue Barn Consulting Ltd.	0	14/03/20 23
Earthworks – Proposed Ramp Layout and Cross Section Dwg. No. 02240- 01 – SK-001	Blue Barn Consulting Ltd.	0	09/06/20 23
Proposed Earthworks Cut and Fill Plans Dwg. No. 02240-01-210	Blue Barn Consulting Ltd.	0	14/03/20 23
Proposed Earthworks Erosion and Sediment Control Plan Dwg. No. 02240-ST01-C-220	Blue Barn Consulting Ltd.	0	14/03/20 23
Drainage Stormwater Layout Plan Dwg. No. 02240-ST01-C-400	Blue Barn Consulting Ltd.	1	09/06/20 23
Drainage Stormwater Long Section	Blue Barn Consulting Ltd.	0	09/06/20 23
Drainage Wastewater Layout Plan Dwg. No. 02240-ST01-C-500	Blue Barn Consulting Ltd.	0	14/03/20 23
Drainage Proposed Wastewater Long Section	Blue Barn Consulting Ltd.	0	13/04/20 23

Dwg. No. 02240-ST01-C-501

Water Supply – Water Reticulation Layout Plan	Blue Barn Consulting Ltd.	0	14/03/20 23
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Dwg. No. 02240-ST01-C-600

Other additional information	Author	Rev	Dated
Construction Management Plan Stellar Project	Method Group	-	01/03/2023
Data Sheet – WÖHR COMBILIFT 543-2,0	WÖHR Autopark Systems Ltd.	-	04/2018
Environmental Investigation Plan Project No.: 18670.000.002	ENGEO Ltd.	1	23/02/2022
Site Management Plan Project No.: 18670.000.001_05	ENGEO Ltd.	-	19/05/2023
74-80 Great South Road Newmarket, Auckland – Resource Consent RFI Response Doc. No.: LD-2224-01-RP-3286	Blue Barn Consulting Ltd.	-	13/06/2023
76, 80 Great South Road – Proposed Residential Buildings Remuera, Auckland – Acoustics – Operational Noise and Vibration s92 Queries Ref.: J005088.S92.1	Earcon Acoustics Ltd.	A	30/05/2023
Response to Request for Further Information dated 28 April 203 74 and 80 Great South Road, Remuera BUN60416582	Jono Payne for Campbell Brown Planning Ltd.	-	14/06/2023
Flood Hazard Risk Assessment (E36.9.2)	-	1	04/07/2023
Email: RE: BUN60416582 – 74 Great South Road REMUERA – prelim. s92 RFIs	Jono Payne for Campbell Brown Planning Ltd.	-	11/08/2023
Watercare application number – RC - 177088	Watercare Services Ltd.	-	19/05/2023

Lapse date

2. Under section 125 of the RMA, these consents lapse five years after the date it is granted unless:
 - i. The consents are given effect to; or
 - ii. The Council extends the period after which the consents lapses.

Monitoring charges

3. The consent holder must pay the Council an initial consent compliance monitoring charge of \$1044 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs incurred by Council to ensure compliance with the conditions attached to these consents.

Advice note:

The initial monitoring deposit is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work to ensure compliance with the resource consent(s). In order to recover actual and reasonable costs, monitoring of conditions, in excess of those covered by the deposit, shall be charged at the relevant hourly rate applicable at the time. The consent holder will be advised of the further monitoring charge. Only after all conditions of the resource consent(s) have been met, will the Council issue a letter confirming compliance on request of the consent holder.

Specific conditions – Land use consent LUC60416583

Pre-development conditions

Construction Traffic Management Plan

4. Prior to the commencement of any works on site, the consent holder must submit a detailed 'Construction Traffic Management Plan' (CTMP) to Council for certification. The CTMP must include the following aspects of the construction process:
 - i. Estimation on number of heavy vehicle movements per hour and per day during the construction period.
 - ii. Hours of work, staging of the development and construction periods.
 - iii. Parking management plan for visitors and construction traffic.
 - iv. Location of loading/working areas.
 - v. Truck and trailer operation must be prohibited between the hours of 7am – 9am and 4pm – 6pm, Monday to Friday.

- vi. Provide cleaning facilities within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road, resources should be on hand to clean-up as soon as possible.
- vii. The CTMP must address the transportation and parking of oversize vehicles such as cranes.
- viii. Provide traffic management plans in compliance with the latest edition of the NZTA 'Code of Practice for Temporary Traffic Management' document.
- ix. Provide a pedestrian management plan including temporary pedestrian routes which must be easily traversable, well-marked and safely separated from moving vehicles.
- x. The site access point must be clearly signposted and ensure that access to neighbouring properties is not compromised.

Advice notes:

- Construction loading or unloading from the street is to be permitted only with the approval of Auckland Transport.
- Vehicle crossing permits will be required from Auckland Transport prior to the construction of vehicle crossings on existing public roads. See Auckland Transport's website for more information.
- A Corridor Access Request (CAR) application is required from Auckland Transport for any works within the road reserve that affects the normal operation of the road, footpath or berm.
- The parking management plan should provide specific locations for parking of workers vehicles off the street

Bicycle parking

5. Prior to construction of any bicycle parking areas, confirmation must be provided to the Council that the layout, quantity, design and security of bicycle parking facilities located either in public or private areas, meet the minimum requirements of the Auckland Transport Code of Practice 2013, Part 13.6 for Cycle Parking.

Car stacking system

6. Prior to the commencement of any construction works on site, the consent holder must provide the final type, design and specifications of the car stacker system to the Council.

Lighting plan

7. Prior to the commencement of works above foundation level, the consent holder must provide a Lighting Plan and Certification/ Specifications, prepared by a qualified Lighting Engineer, to the Council for certification.

The purpose of this condition is to provide adequate lighting for the safety of people residing, working or visiting the premises and its immediate environs outside of daylight hours. The

Lighting Plan must include lighting for all accessible areas of the premises where movement of people are expected. Such locations are to include:

- a. The ground level shared laneway and courtyard area in accordance with the drawing titled 'Lighting Strategy, RC-087, Revision A' prepared by Jasmx Ltd. and dated 3 February 2023; and
- b. The Mauranui Avenue building basement car parking.

The lighting plan must:

- Demonstrate compliance with the relevant standards in E24.6.1 Lighting of the Auckland Unitary Plan (Operative in Part).
- Demonstrate compliance with the AS/NZS 1158 P requirements and clearly specify what P Category the lighting design will achieve. The selection criteria for the chosen lighting category should also be presented (i.e. pedestrian/cycle activity, risk of crime etc.).
- Include an executive summary of the above information in plain English that outlines the relevant requirements to their application and their design response to them.

The finalised design details certified by the qualified Lighting Engineer must be established prior to the development hereby consented being first occupied, and thereafter retained and maintained.

Advice note:

The purpose of this condition is to ensure that adequate lighting is provided to frequently used areas within the proposed development for the safety of users. Adequate lighting is the amount of lighting at eye level for a person with average eyesight so they can identify any potential threat approaching them from at least a 15-metre distance.

Architectural Design Plans

8. Prior to the lodgement of Building Consent, a finalised set of architectural detail drawings and materials specifications must be submitted to Council for written confirmation of design compliance. The information must include the following:
 - i. details of the buildings' façade treatments / architectural features (including, but not limited to window shrouds);
 - ii. materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural drawings; and
 - iii. external / rooftop services / plant, and visual / aural screening elements.

The finalised set of drawings must ensure that the buildings' proposed architectural treatments and finished appearances are consistent with the plans and information referenced in Condition 1.

All works must then be carried out with the details confirmed by Council, and thereafter retained and maintained, in accordance with the confirmed plans.

Advice note:

As part of the condition monitoring process, Council's monitoring officers will liaise with members of the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to provide confirmation of design compliance in relation to architectural drawings and materials specifications under this condition. The confirmation of design compliance does not relate to Building Act 2004 or Building Code compliance. A separate building consent application is required, and all building work must comply with the provisions of the Building Act and Building Code. We recommend that you seek appropriate specialist advice to ensure coordination between compliance with design requirements and Building Act and Building Code compliance.

Signage and Wayfinding Design

9. Prior to commencement of any works authorised by this consent on site, the consent holder must provide a comprehensive Signage Design Plan and Management Plan to Council for certification, containing details of all signs to be erected on the site including:
 - i. All exterior building signs, including tenancy identification and building naming signs.
 - ii. All exterior directional, wayfinding, traffic and parking signs associated with the management of vehicle access to and from the site including, but not limited to:
 - signage at the entry (Mauranui Avenue access) and exit points (Great South Road access);
 - signage within the site to inform drivers of one-way vehicle movements; and
 - signage for 'left-hand only/no right-hand turns' for drivers exiting the site via the Great South Road access.
 - iii. Detailed information to illustrate the finalised design details of the proposed signage, including the proposed locations, method of attachment / mounting, dimensions, font sizes, colours, materials, and surface finishes.

The finalised signage design details certified by Council must be established prior to the development hereby consented being first occupied, and must be thereafter retained and maintained.

Advice note:

- *The objective of the signage design and management is to ensure that proposed signage is cohesive and does not detract from the architectural quality of the building and immediate surrounding area and avoids visual clutter and/or obstruction and is to confirm the design*

intent. It does not need to control text or context for the respective tenancies, as this will be subject to the respective tenant.

- *The Signage Management Plan must be submitted for the certification of the Council in consultation with the Tāmaki Makaurau Design Ope (Urban Design Unit). As part of the design compliance process, Council's monitoring officers will liaise with the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to ensure that the submitted details are consistent with the certified plans and information.*

Finalised landscape design drawings

10. Prior to the lodgement of Building Consent, the consent holder must provide to the Council for certification, a finalised set of detailed landscape design drawings which have been prepared by a landscape architect. The submitted information must be consistent with the consented landscape concept plan(s) (Architectural and Landscape Plans prepared by Jasmax, dated February 2023) and at a minimum must include the following:
- i. Annotated planting plans which communicate the proposed location and extent of all areas of planting, including along the street boundaries, revegetation, common areas, podium and planters, balcony / rooftop A.
 - ii. A plant schedule based on the submitted planting plan(s) which details specific plant species, plant spacing, the number of plants, height and/or grade (litre) at time of planting and plant sourcing.
 - iii. Annotated cross-sections and/or design details with key dimensions to illustrate that adequate widths and depths are provided for garden beds / tree pits / raised planters / podiums and roof terraces. The depth and width of planting on raised gardens, terraces and planting along retaining walls (e.g., laneway on the boundary interface) must be of sufficient space to accommodate the proposed type and scale of planting including specimen trees. Larger and / or engineered tree pits beneath the structures may be required.
 - iv. An annotated hard landscape plan, including pavement treatments, fences and retaining walls, furniture, and lighting, with related specifications, detailing proposed site levels, type, materiality and colour and final heights (where relevant).

The finalised landscape design must be consistent with the landscape design intent / objectives identified in the plans referenced in Condition 1.

Advice note:

The finalised landscape plans must be submitted for the certification of the Council in consultation with the Tāmaki Makaurau Design Ope.

Neighbour consultation

11. The consent holder must advise in writing the occupants of all properties identified in Table A1: Neighbouring Receivers contained in the draft Construction Noise and Vibration Management Plan dated 17/02/2023 prepared by Earcon Acoustics (referenced in Condition

1). The advice must be provided at least two (2) weeks before the construction works start. The written advice must set out an overview of the construction works, the expected duration and working hours, mitigation measures, expected levels of noise and vibration, a contact phone number to call regarding concerns about the construction noise and vibration, and the name of the project manager. Within 5-working days following written notification of neighbours, the applicant must submit written confirmation as per the procedures detailed in the certified CNVMP must be provided to the Council that this notification has taken place in accordance with this condition.

Construction Noise and Vibration Management Plan

12. The consent holder must submit a final Construction Noise and Vibration Management Plan (CNVMP) prepared in accordance with the Draft CNVMP dated 17 February 2023 prepared by Earcon Acoustics (referenced in Condition 1) for certification prior to the commencement of works.

The objective of the CNVMP is to set out the Best Practicable Option for the management of noise and vibration effects. The CNVMP must be prepared with reference to Annex E, New Zealand Standard NZS6803:1999 Acoustics – Construction noise and Appendix B in DIN 4150-3:1999 Structural Vibration – Part 3 Effects of vibration on structures.

The CNVMP must be submitted to the Council for certification a minimum of ten (10) working days prior to commencement of any earthworks on site. Construction works must not commence until certification has been received in writing from the Council.

Any subsequent amendment of the certified CNVMP which comprises material changes to proposed construction methodology must also be prepared by a suitably qualified and experienced acoustic specialist. Amendments must be tracked and the revised CNVMP submitted to the Council for certification.

The construction works must be carried out in accordance with the certified CNVMP and a copy of the certified CNVMP must be made available to authorised Council staff during monitoring inspections.

Building – Acoustic design between units

13. In situations where common building elements such as floors or walls connect two (2) units the common building elements must be designed, constructed and maintained so that internal noise (rating) levels arising from any activity measured in any adjoining unit must not exceed the following levels: -

Unit	Time	Noise level
In all units except those containing activities sensitive to noise	At all times	50 dB L _{Aeq}
Bedrooms and sleeping areas	Between 11pm and 7am	35 dB L _{Aeq} 45 dB L _{eq} at 63 Hz

		40 dB L _{eq} at 125 Hz
	Between 7am and 11pm	40 dB L _{Aeq}
Other noise sensitive spaces	At all other times	40 dB L _{Aeq}

- i. Adjustments for noise containing special audible characteristics will only apply to A weighted levels.
- ii. The 63 Hz and 125 Hz octave limits do not apply to fixed mechanical plant.

Building - Acoustic façade design

14. Bedrooms and other noise sensitive spaces must be designed, constructed and maintained so that internal noise levels do not exceed the levels below based on the maximum incident façade noise levels for the Business – Mixed Use Zone specified in AUP(OP) E25.6.8 and when assessed cumulatively with rail and road noise received at the building facades:

Unit	Time	Noise level
Bedrooms and sleeping areas	Between 11:00pm to 7:00am	35 dB L _{Aeq} 45 dB L _{eq} at 63 Hz 40 dB L _{eq} at 125 Hz
Other noise sensitive spaces	At all other times	40 dB L _{Aeq}

Where the noise levels above can only be achieved when windows and/or external doors to rooms are closed, those rooms must have a mechanical ventilation and/or air conditioning system installed which does not generate a noise level greater than 35 dB L_{Aeq} in bedrooms and 40 dB L_{Aeq} in other habitable spaces when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in AUP(OP) E25.6.10 (3) (b) (i) or (ii) or an alternative temperature control system approved by the Council.

Building - acoustic design certificate

15. At the time the building consent application is lodged the consent holder must provide written certification from a suitably qualified and experienced acoustic professional to the Council confirming that the buildings have been designed to ensure internal noise levels in bedrooms and other noise sensitive spaces specified in Condition 13 and 14 will be met. Written certification must be in the form of a report.

Supervising arborist

16. Prior to all works commencing on the site, the consent holder must engage the services of a Council approved and qualified Works Arborist to direct, supervise and monitor the tree removal in accordance with currently accepted arboricultural practice for the duration of the project.

Notification of works commencing

17. The consent holder must provide written notice to Council at least two (2) working days prior to the commencement of any works authorised by this consent on site.
18. The consent holder must advise Council of timeframes for any unsupported cuts adjacent to boundaries at least one (1) week prior to excavations along boundaries being undertaken.

Pre-commencement meeting

19. A pre-commencement meeting must be held on site with the project manager, site foreman and works arborist prior to earthworks commencing. This meeting must include discussion and confirmation of the following:
 - a. The proposed works.
 - b. Construction methodologies.
 - c. Tree removal of two street Puriri trees.
 - d. Tree protection measures to protect the retained street trees located on the road berm outside the site at Mauranui Avenue during the period of construction.
 - e. Site access and storage areas.
 - f. Requirements for arboricultural supervision.

Sediment and erosion controls

20. Prior to the commencement of earthworks activity on the site, a finalised Erosion and Sediment Control Management Plan (*ESCP*) must be prepared in accordance with Auckland Council Guidance Document '*Erosion and Sediment Control Guidelines for Land Disturbing Activities (GD05) 2016/005*' and submitted to Council for certification. No earthworks activity on the site must commence until the Council has certified that that the *ESCP* satisfactorily meets the requirements of the technical guidance document referenced above.
21. The *ESCP* required by Condition 20 must contain sufficient detail to address the following matters:
 - i. specific erosion and sediment control works (location, dimensions, capacity etc.);
 - ii. supporting calculations and design drawings;
 - iii. catchment boundaries and contour information;
 - iv. details of construction methods;
 - v. timing and duration of construction and operation of control works (in relation to the staging and sequencing of earthworks);

- vi. details relating to the management of exposed areas (e.g. grassing, mulching); and
 - vii. monitoring and maintenance requirements.
22. Prior to the commencement of any earthworks activity, all required erosion and sediment control measures on the site must be constructed and carried out in accordance with the certified ESCP required by Conditions 20 and 21.

Development in-progress conditions

Contaminated soil

23. Earthworks must be undertaken in accordance with the 'Contaminated Site Management Plan' (CSMP), prepared by ENGEO Ltd. and dated 19 May 2023. Any variations to the CSMP must be submitted to the Council for certification that it appropriately manages actual and potential soil contamination effects and is within the scope of these consents.

Advice note:

The Council acknowledges that the CSMP is intended to provide flexibility of the management of the works and contaminant discharges. Accordingly, the plan may need to be updated following the results of any additional soil sampling. Any updates should be limited to the scope of these consents and be consistent with the conditions of these consents. If you would like to confirm that any proposed updates are within scope, please contact the Council. The Council's certification of the CSMP relates only to those aspects of the plans that are relevant under the RMA. The certification does not amount to and approval or acceptance of the suitability by the Council of any elements of the management plan that relate to other legislation, for example, the Building Act 2004 or the Health and Safety at Work Act 2015.

24. During earthworks all necessary action must be taken to prevent dust generation and sufficient water must be available to dampen exposed soil, and/or other dust suppressing measures must be available to minimise dust discharges as far as practicable. The consent holder must ensure that dust management during the excavation works generally complies with the 'Good Practice Guide for Assessing and Managing Dust' (Ministry for the Environment, 2016).
25. In the event of the accidental discovery of contamination during earthworks which has not been previously identified, including asbestos material, the consent holder must immediately cease the works in the vicinity of the contamination, notify the Council and engage a 'Suitably Qualified and Experienced Professional' (SQEP) to assess the situation (including possible sampling and testing) and decide on the best option for managing the material.
26. Any excavated material that is not re-used on site must be disposed of at an appropriate facility licensed to accept the levels of contamination identified.
27. The consent holder must ensure that the contamination level of any soil imported to the site complies with the definition of 'Cleanfill material', as set out in the AUP(OP).

28. All sampling and testing of contamination on the site must be overseen by a SQEP. All sampling must be undertaken in accordance with the '*Contamination Land Management Guidelines No.5: Site Investigation and Analysis of Soils*' (Ministry for the Environment, revised 2021).

Earthworks in accordance with approved design

29. Prior to the commencement of any earthworks, the Council must be provided with written certification from a suitably qualified professional that all earthworks, permanent earth bunds, retaining walls, and building foundations have been designed in general accordance with the recommendations set out in the Geotechnical Assessment report referenced in Condition 1 prepared by ENGEO Consulting Ltd. and date 3 June 2022. Written certification must be in the form of a report, or any other form acceptable to the Council.

Geotechnical supervision

30. The consent holder must engage an engineer (who is familiar with the Geotechnical Assessment report referenced in Condition 1) to monitor all earthworks, retaining wall and foundation construction on site. In supervising the works, the suitably qualified engineering professional must ensure that they are constructed and otherwise completed in general accordance with the engineering drawings and geotechnical assessment report referenced in Condition 1.

- Ongoing monitoring of existing neighbouring structures/accessway close to the proposed works is required for the duration of earthworks and construction works on site.
- The supervision engineer's contact details must be provided in writing to the Council at least ten (10) working days prior to earthworks commencing on site.

Dust control measures

31. During earthworks and construction activity on site, all reasonable action must be taken to prevent dust generation as far as is practicable. The consent holder must undertake dust management during these works in general accordance with the '*Good Practice Guide for Assessing and Managing Dust* (Ministry for the Environment, 2016)'.

Stability

32. All earthworks must be managed to ensure that they do not lead to any uncontrolled instability or collapse either affecting the site or adversely affecting any neighbouring properties. In the event that such collapse or instability does occur, it must immediately be rectified.

Flood mitigation for Mauranui Avenue building

33. Prior to occupation of the dwellings, the consent holder must provide the following flood mitigation measures for the proposed Mauranui Avenue building:

- a. A low bund wall of approximately 500mm in height along the perimeter of the building to prevent any water ingress along the building's frontage. This could be a separate stand-alone wall or incorporated into the actual façade of the building to suit the aesthetic of the building.
- b. At the entrance to the basement, the vehicle crossing must be elevated at least 323mm over the width of the footpath and into the building to create a low berm that will provide the minimum required 300mm freeboard while still allowing vehicles to safely access the basement parking.
- c. The basement must be equipped with a sump and automatically activated standby pumps located at the lowest point within the basement.

Advice note:

This is to ensure that in the event that basement floods, any water can be pumped out to the low point located at the north-east corner of the site.

- d. The basement must be equipped with a sensor that will detect any flooding and activate an alarm that will provide both audible warning as well as send a text message to all building tenants advising that flooding is occurring.
- e. A cut off grated slot drain must be installed at the entrance to commercial unit on the eastern side of the building. Runoff captured by this drain will be directed into the internal stormwater system serving the site.

All flood measures described in this condition must be maintained for the duration of the consented activity.

Advice note:

Final details of these measures to be finalised at Building Consent Stage.

Flood mitigation for Great South Road building

34. Prior to occupation of the dwellings, the consent holder must install a low bund wall of approximately 500mm in height along the perimeter of the building to prevent any water ingress along the building's frontage. This could be a separate stand-alone wall or incorporated into the actual façade of the building to suit the aesthetic of the building. All flood measures described in this condition must be maintained for the duration of the consented activity.

Construction hours

35. Construction works must be restricted to hours between 7.30am and 6.00pm, Monday to Saturday. No construction works are permitted on Sundays or public holidays.

This restriction does not apply to low noise creating activities such as site set up, painting, electrical works or planting, which may occur outside of these hours provided all activities comply with the applicable permitted noise levels in accordance with Standard E25.6.27 of the AUP(OP).

Construction noise limits

36. Except where otherwise provided for in Condition 37, construction works on the site must be designed and conducted to not exceed the permitted noise levels specified in AUP(OP) E25.6.27 subject to E25.6.27(4) where levels are decreased by 5 dB, when measured 1m away from any building that is occupied during the works. Noise from construction work activity must be measured and assessed in accordance with the requirements of New Zealand Standard NZS 6803:1999 Acoustics – Construction noise.

37. Construction works on the site comprising the following specific works must be designed and constructed to ensure that noise from the site does not exceed the following noise levels specific to the buildings (when occupied) as set out below:

Retaining Piling works

- 80 dB L_{Aeq} and 95 dB L_{AFmax} at 82 Great South Road
- 75 dB L_{Aeq} and 90 dB L_{AFmax} at 31 Mauranui Avenue and 30-40 Mauranui Avenue
- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 70 Great South Road and 29 Mauranui Avenue

Foundation Piling

- 75 dB L_{Aeq} and 90 dB L_{AFmax} at 31 Mauranui Avenue, 82 Great South Road and 70 Great South Road
- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 29 Mauranui Avenue and 30-40 Mauranui Avenue

Earthworks (excavation)

- 75 dB L_{Aeq} and 90 dB L_{AFmax} at 82 Great South Road
- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 29 Mauranui Avenue

Rock breaking

- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 82 Great South Road

Construction vibration – structural limits

38. Vibration levels arising from construction activity on the site must not in any circumstance exceed the limits set out in German Industrial Standard DIN 4150-3 (1999) Structural Vibration – Part 3 Effects of Vibration on Structures criteria when measured in accordance with that Standard on any structure not on the same site as specified in AUP (OP)E25.6.30(1)(a).

Construction vibration – amenity limits

39. Vibration levels arising from construction activity on the site must not exceed a limit of 2mm/s Peak Particle Velocity for more than three (3) days in occupied buildings in any axis when measured in the corner of the floor of the storey of interest for multi-storey buildings, or within 500 mm of ground level at the foundation of a single storey building as specified in the AUP(OP) Table E25.6.30.1.

Advice note:

If the buildings are not occupied then the noise limits and vibration amenity limit specified in conditions i.e. 2mm/s PPV) do not apply. This allows high noise or vibration creating work to be scheduled when receivers are not present, subject to compliance with structural guideline limits and compliance with the vibration limits at other nearby buildings that are occupied.

Street tree protection measures

40. The consent holder must ensure that all contractors, sub-contractors and workers engaged in any activities covered by this consent are advised of the tree protection measures covered by the conditions of consent and operate in accordance with them.

41. All tree work must be undertaken in accordance with, but not limited to, the proposed tree works and tree protection methodology within the arboricultural assessment prepared by Peers Brown Miller Ltd. dated March 2023. A copy of this report must be kept on site at all times.

Street tree removal completion report

42. A memorandum must be prepared within ten (10) working days after completion of tree removal works on site and sent to the Council. The memorandum must include minutes of the pre-commencement meeting and a description and photographic record of tree removal that has been undertaken.

Advice note:

For the purpose of this condition “Council” refers to Council’s Urban Forest Specialist and Council’s Resource Consents Monitoring Team.

Replacement planting

43. Within the current or next planting season (i.e., autumn to spring) immediately following the removal of the two existing Puriri street trees, the consent holder must plant eight replacement trees, these being four Kohekohe trees and four Puriri trees of 160L grade at the time of planting.

Advice note:

If a species or size of tree other than those specified in the condition above are to be used, the consent holder must liaise with Council's Urban Forest Specialist regarding the size and species of alternatives proposed prior to planting.

44. The consent holder must liaise with the Council regarding the location of the eight new trees to be planted in the road reserve, or other alternative locations they consider appropriate.

Advice note:

For the purpose of this condition "Council" refers to Council's Urban Forest Specialist.

45. The eight (8) replacement trees must be located in such a position so that their long-term growth and development is taken into consideration and maintained thereafter in accordance with best practice arboricultural methods, including irrigation, mulching and formative pruning as necessary.

Post-development conditions

Rubbish collection

46. The consent holder must ensure all rubbish collections for the site are limited to the hours between 7am and 7pm, Monday to Friday.

Parking allocation

47. Parking areas in the basement must be marked/signposted to reflect intended use in accordance with the plans referenced in Condition 1.

Advice note:

This must be undertaken in accordance with the Auckland Transport Code of Practice 2013.

Signage and way finding

48. Prior to the occupation of proposed buildings, the consent holder must implement all signage required by and in accordance with the certified 'Signage Design and Management Plan' required by Condition 9. Within 10-working days of installation, certification from a qualified traffic engineer must be provided to the Council that signage has been installed in accordance with the approved Traffic Assessment referenced at Condition 1.

Access and parking

49. Prior to the occupation of any proposed units, all access, parking and manoeuvring areas must be formed, sealed with an all-weather surface and drained in accordance with the approved plans. The surface finish of the vehicle access, parking areas and pedestrian paths must be in accordance with the approved plans stamped and referenced by Council as BUN60416582 and LUC60416583.
50. The northern vehicle crossing on Mauranui Road and the Great South Road vehicle crossing must only be used by un/loading and servicing vehicles.
51. The northern vehicle crossing on Mauranui Road must operate as an entry only crossing.
52. The Great South Road vehicle crossing must operate as an exit only crossing.
53. There must be no right turning out of the site at any time for vehicles using the Great South Road access.

Pedestrian visibility splay

54. Prior to occupation of proposed units, a pedestrian visibility splay measuring 2.5m x 2m (2m along the property boundary) must be provided on both sides of the south-eastern vehicle crossing at Mauranui Avenue proposed for residential use. Any obstructions including boundary fencing and/or landscaping within the visibility splay areas must not exceed 900mm in height for the duration of the consented activity.
55. Prior to occupation of proposed units, a pedestrian visibility splay of 5m x 2m (2m along the property boundary) must be provided on both sides of the Great South Road vehicle crossing. Any obstructions including boundary fencing and/or landscaping within the visibility splay areas must not exceed 900mm in height for the duration of the consented activity.

Reinstatement of kerbing

56. Prior to occupation of the proposed units, all redundant vehicle crossings along the site's Great South Road and Mauranui Avenue frontages must be removed and reinstated as kerbing and verge/footpath to 'Auckland Transport – Transport Design Manual' requirements. This must be undertaken at consent holder's expense.

Vehicle crossings

57. All new vehicle crossings must be designed and formed in accordance with '*Auckland Transport TDM Technical Standards for Road Layout*' and '*Geometric Design Residential Vehicle Crossings (GD017A, Sheets 1 – 4)*' and approved plans stamped and referenced by Council as resource consent numbers BUN60416582 and LUC60416583.

Unless otherwise provided for by conditions of this consent, the vehicle crossings must maintain an at-grade (level) pedestrian footpath across the length of the crossing, using the same materials, kerbing, pavings, patterns and finish as the footpath on each side of the crossing.

Landscape maintenance plan (report)

58. Prior to the implementation of the approved landscape design (soft and hard landscape treatments) the consent holder must provide a landscape maintenance plan (report) covering a minimum three (3) years and related drawings and specifications to Council for certification. The landscape maintenance plan must at a minimum include the following:

- i. Soil preparation, drainage, fertilizer, spraying, staking, tree pit – garden bed and raised planter widths and depths demonstrating suitable medium for the proposed plants.
- ii. Irrigation / watering - Irrigation required within the planting season and outside of the planting season to maintain soil moisture, including any irrigation systems or manual watering regimes.
- iii. Weed removal and pest control, vandalism, and graffiti eradication.
- iv. Plant replacement for any poorly performing, damaged or dead plants; including specimen trees, podium planting, terrace planting for a minimum three (3) years.
- v. Inspection timeframes including a cyclical maintenance and management schedule, maintenance requirements.
- vi. Contractor responsibilities and ongoing maintenance requirements for the life of the development.

Advice note:

The finalised landscape maintenance plan (report) must be submitted for the certification of the Council in consultation with the Tāmaki Makaurau Design Ope.

Implementation of approved landscape treatment

59. The landscape treatment which has been certified by Council under condition 10 must be implemented within the first appropriate planting season following completion of construction and thereafter managed and maintained to ensure successful establishment (including watering).

The landscape treatment must be thereafter retained and maintained in accordance with the maintenance plan that has been certified under Condition 58, and thereafter for the life of the development.

Site completion report

60. Within three (3) months of the completion of earthworks on the site, a 'Site Completion Report' (SCR) must be submitted to the Council for certification. The SCR must be prepared by a SQEP in accordance with the '*Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand*' (Ministry for the Environment, revised 2021) and contain sufficient detail to address the following matters:

- i. A summary of the works undertaken, including the location and dimensions of the excavations carried out and the volume of soil excavated.
- ii. Conditions of the final site contamination profile, including details and results of any validation testing undertaken (with a map of sampling locations and tabulated sampling results) and interpretation of the results in the context of the NES:CS and the AUP(OP).
- iii. Records/evidence of the appropriate disposal for any material removed from the site.
- iv. Records of any unexpected contamination encountered during the works and response actions, if applicable.
- v. Any on-going monitoring and/or management measures required to minimise the risks to human health or the environment as a result of the final site contamination profile.
- vi. Reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the remedial works.
- vii. A statement certifying that all works have been carried out in accordance with the requirements of the consent, otherwise providing details of relevant breaches, if applicable.

Advice note:

The SCR should enable the Council to update the property file information relating to soil contamination, including the files of any newly created lots. If newly created lots are to contain differing levels of soil contamination, the SCR should specifically detail this. Until an SCR is submitted and certified by the Council, the Land Information Memorandum for the property must not be updated to reflect any soil contamination remediation work undertaken.

Geotechnical certification

61. Certification from a suitably qualified engineering professional responsible for supervising the works must be provided to Council, confirming that the works have been completed in accordance with Condition 29 within ten (10) working days following completion. Written certification must be in the form of a geotechnical completion report, or any other form acceptable to the council.

Retaining walls

62. The consent holder must ensure that the retaining walls approved under this consent are maintained and retained in perpetuity to ensure that geotechnical stability of the lot and neighbouring properties are also maintained in perpetuity.

Stormwater

63. This land use activity is reliant on on-site soakage via suitably designed mitigation devices. The stormwater management devices and system must be fully operational prior to use of any impervious areas on site.

The stormwater management devices and system must be installed in accordance with the following:

- a. The design specifications of a suitably qualified service provider.
- b. The Infrastructure Report prepared by Blue Barn Consulting Engineers Ltd. referenced in Condition 1 and Council's engineering standards.
- c. To provide stormwater mitigation in the 10% AEP (Annual Exceedance Probability) storm event for the site.

Advice notes:

- *A building consent will be required for private drainage works including proposed pump systems.*
- *Certification and an as-built drawing of completed works must be prepared by a suitably qualified engineer and provided to Council at the completion of works.*

Wastewater

64. Prior to the occupation of units, the consent holder must design and construct a wastewater system to service the proposed development in accordance with the approved plans referenced in Condition 1 and stamped and referenced by Council as BUN60416582 and LUC60416583 and in accordance with the requirements of the wastewater utility service provider.

Advice notes:

- *An Engineering Plan Approval is required for all public wastewater drainage and a Building Consent for all private wastewater drainage.*
- *Watercare Services Ltd. approval is required for works within 2m of public wastewater assets.*
- *Any redundant connections are to be capped off and the public assets reinstated.*
- *Diversion / replacement / bridging of the old public stormwater/wastewater drain may be required at the building consent stage.*
- *Reassessment for water and wastewater capacity will be required if the construction of this development has not commenced within 2 years of Watercare's approval (Ref: RC-RC-177088) dated 19th May 2023 (referenced in Condition 1).*

Water supply

65. Prior to occupation of the units the consent holder must make provision for water connections to service the proposed development to be made in accordance with approved plans

referenced in Condition 1 and stamped and referenced by Council as BUN60416582 and LUC60416583 and in accordance with the requirements of the water utility provider.

Advice notes:

- *Water utility provider is Watercare Services Limited.*
- *Acceptable forms of evidence include an engineering plan showing the proposed location of the connection to the main and as-built plans of the service conduits and private service pipes including within an accessway.*
- *Public connections are to be constructed in accordance with the Water and Wastewater Code of Practice. All connections to be public network are to be made by Watercare-approved contractor only.*

Utilities

66. Prior to occupation of the units the consent holder must make provision for telecommunications and electricity to each unit in accordance with the requirements of the respective utility operators. These utilities must be underground.

Maintenance of replacement planting

67. The replacement street trees' growth and development must be monitored for three (3) years following planting. If any of the replacement trees die or decline beyond recovery during this period, it must be replaced by the consent holder with a new specimen of a similar size and species to that which was originally planted.

Overland flow path/ flood plain

68. The consent holder must provide an as-built plan of finished surface levels and floor levels prepared by a licensed cadastral surveyor, along with supporting written certification by a suitably qualified engineer, confirming the surface levels, building flood levels and flood conveyance meets the design requirements set out in the Infrastructure Report referenced in Condition 1 prepared by Blue Barn Consulting Engineers and dated 14 March 2023. Confirmation must also be provided that the overland flow traversing the site has its alignment maintained across the site.

69. Any boundary fencing within the passage of an identified OLFP must be at least 50% permeable or at least 150mm above the finish ground level to allow the free flow of water, in accordance with the Infrastructure Report by Blue Barn Ltd assessment referenced at Condition 1 (above).

Advice note:

The entry and exit points of the flow paths should always remain free of any structures, ensuring the flow path remains unaltered.

Waste Management Plan

70. Prior to occupation of the dwellings, a final waste management plan must be submitted to ensure a uniform service for all residents that covers rubbish, recyclables and food scraps. The plan should be flexible and not supplier specific and include input from the site's management body or similar. The plan must be submitted for written certification by the council (in conjunction with Auckland Council's Waste Plan Consents team).

Billboards

71. Billboards of any format must not be installed in any location with the site and/or on any building facades.

Mechanical plant

72. To ensure the permitted noise levels specified in AUP(OP) E25.6.8 for the Business – Mixed Use Zone are met at all times, the selection, design and installation of building mechanical plant and equipment must be overseen by a suitably qualified acoustic professional at the detailed design stage of the project. Within one (1) month of a written request from the Council a report prepared by a suitably qualified acoustic professional must be provided to the Council demonstrating compliance with AUP(OP) E25.6.8.

Building condition surveys

73. The consent holder must undertake surveys of the buildings at 29 Mauranui Avenue as follows:

- a. The consent holder must undertake a building condition survey for the above properties at the following times:
 - i. No more than ten (10) working days prior to construction commencing.
 - ii. Within ten (10) working days of the completion of construction to confirm that no further damage has occurred to the neighbouring structures.
- b. Each building condition survey must:
 - i. Be undertaken by the suitably qualified and experienced Building Surveyor or Structural Engineer engaged by the consent holder.
 - ii. Provide a description of the building.
 - iii. Determine the appropriate structure type classification with respect to DIN 4150-3:1999 "Structural Vibration - Effects of Vibration on Structures".
 - iv. Document and photograph the condition of the building, including any cosmetic and/or structural damage.
- c. Should any reasonable claim of property damage from construction vibration be received from the above property owner during the course of the construction activity, the vibration generating work should be ceased as soon as possible when safe to do so and a building condition survey of the property must be undertaken within five (5) working days of a claim or claims being received by the consent holder.

- d. All surveys must be at the consent holder's cost.
- e. A copy of each survey must be provided to the Council and a copy as it relates to the relevant property must be made available to those property owners who participate in the survey and request a copy of the results.

Advice note:

This is an Augier condition offered by the applicant.

Access to Third Party Property

- 74. Where any monitoring, inspection or condition survey in this consent requires access to property/ies owned by a third party, and access is declined or subject to what the consent holder considered to be unreasonable terms, the Consent Holder must provide a report to the Council prepared by a 'Suitably Qualified Professional' (SQP) identifying an alternative monitoring programme.
- 75. The report must describe how the monitoring will provide sufficient early detection of deformation to enable measures to be implemented to prevent damage to buildings, structures or services. Written approval from the Council must be obtained before an alternative monitoring option is implemented.

Build-to-rent Management Plan (BRMP)

- 76. Prior to occupation of the units, the consent holder must submit a BRMP to the Council for approval. Any subsequent change to the BRMP Plan must also be submitted to the Council for certification. This Management Plan must set out the practices and procedures to be adopted to ensure compliance with consent conditions and to meet the following objectives:
 - a) Details of the point of contact for the building manager and relevant contact information, including phone number and email address.
 - b) Means of dealing with complaints from neighbouring properties / uses, including a point of contact, the person responsible for maintaining a complaint register and procedures to be followed in investigating and resolving complaints;
 - c) Details around how the key roles and responsibilities of the build-to-rent facility's manager and the rules or policies for communal areas;
 - d) Details of litter clearance and waste management of the site;
 - e) Continued access, use and general maintenance of communal areas and facilities, including, but not limited to:
 - i. Maintenance of the site's stormwater mitigation devices, in accordance with the requirements of DIS60416584;
 - ii. Lobby areas;
 - iii. Shared roof top facilities
 - iv. Basement parking;
 - v. Communal waste storage areas;
 - f) A copy of the general tenancy agreement.

Once approved, at all times thereafter the consent holder must ensure that the activity is operated in accordance with the approved Build-to-Rent Management Plan.

77. The BRMP can be altered at any time by the consent holder following the written endorsement of the changes by Council. Furthermore, should the effectiveness of the management plan to mitigate adverse effects not prevail the Council may request changes be made to the plan pursuant to section 128 of the RMA to ensure that adverse effects associated with noise, scale and intensity of the activity are avoided, mitigated or remedied.

Closed circuit television cameras

78. For the duration of the consented activity, the consent holder must install and maintain closed circuit television cameras for monitoring all entry and exit points from the public right of way into the building.

Specific conditions – Discharge permit (DIS60416584)

Duration of consent

79. This consent must expire 35 years from the date of decision unless it has lapsed, been surrendered or been cancelled at an earlier date pursuant to the RMA.

Stormwater management works

80. The following stormwater management works must be constructed for the following catchment areas and design requirements and must be completed prior to construction of further impervious surfaces:

Works to be undertaken	Catchment area: impervious	Design requirement(s)
Stormwater360 StormFilter (1 cartridge)	304 m ²	<ul style="list-style-type: none"> • 75% TSS removal • Installed as per manufacturers' specifications • Offline configuration
Detention tanks	2,665m ²	<ul style="list-style-type: none"> • Shortfall in soakage rate for soak holes for the 10-year ARI
Soak holes	2,665m ²	<ul style="list-style-type: none"> • In accordance with GD2021/007 - Stormwater Soakage and Groundwater Recharge in the Auckland Region
Roof material		<ul style="list-style-type: none"> • No exposed, unpainted metal surfaces

Minor modifications approval

81. In the event that any minor modifications to the stormwater management system are required, that will not result in an application pursuant to section 127 of the RMA, the following information must be provided:

- i. plans and drawings outlining the details of the modifications; and
- ii. supporting information that details how the proposal does not affect the capacity or performance of the wastewater treatment or disposal system.

All information must be submitted to, and confirmed by the Council to be in accordance, prior to implementation.

Advice note:

All proposed changes must be discussed with Council, prior to implementation. Any changes to the proposal which will affect the capacity or performance of the stormwater management system will require an application to the Council pursuant to section 127 of the RMA. An example of a minor modification can be a change to the location of a pipe or slight changes to site layout. If there is a change of device type the consent will have to be varied (section 127 of the RMA).

Construction meetings

82. A pre-construction meeting must be held by the consent holder prior to commencement of the construction of any stormwater devices on-site, that:

- a. is arranged five working days prior to initiation of the construction of any stormwater devices on the site;
- b. is located on the subject area;
- c. includes representation from Auckland Council; and
- d. includes representation from the site stormwater engineer, contractors who will undertake the works and any other relevant parties.

Advice note:

To arrange the pre-construction meeting required by this consent please contact Auckland Council.

83. The following information must be made available prior to or at the pre-construction meeting:

- i. timeframes for key stages of the works authorised under this consent;
- ii. contact details of the site contractor and site stormwater engineer; and
- iii. construction plans as approved (signed/stamped) by an Auckland Council Development Engineer.

84. A post-construction meeting must be held by the consent holder within twenty (20) working days of completion of the stormwater management works, that:

- a. is located on the subject area;
- b. includes representation from the council; and
- c. includes representation from the site stormwater engineer, contractors who have undertaken the works and any other relevant parties.

Advice note:

To arrange the pre-construction meeting required by this consent please contact Auckland Council.

Certification of stormwater management works (As-built plans)

85. As-built certification and plans of the stormwater works, which are certified (signed) by a suitably qualified registered surveyor or engineer as a true record of the stormwater management system must be provided to the Council for certification five (5) working days prior to the post construction meeting required by Condition 84 of this consent.
86. The As-Built plans must display the entirety of the stormwater management system, and must include:
 - a. the surveyed location (to the nearest 0.1m) and level (to the nearest 0.1m) of the stormwater management devices, with co-ordinates expressed in terms of NZTM and LINZ datum; and
 - b. documentation of any discrepancies between the design plans and the as-built plans approved by the minor modifications condition (Condition 81).

Operation and maintenance

87. A finalised 'Operation and Maintenance Plan' (*OMP*) must be submitted to the Council for certification five (5) working days prior to the post-construction meeting required by Condition 84 of this consent.
88. The *OMP* must set out how the stormwater management system is to be operated and maintained to ensure that adverse environmental effects are minimised. The plan must include:
 - a. Details of who will hold responsibility for long-term maintenance of the stormwater management system and the organisational structure that will support this process.
 - b. A programme for regular inspection and maintenance of the whole stormwater management system.
 - c. A programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices.
 - d. A programme for post storm inspection and maintenance.

- e. General inspection checklists for all aspects of the stormwater management system, including visual checks.
89. The stormwater management system must be managed in accordance with the certified OMP.
90. Any amendments or alterations to the OMP must be submitted to, and certified by the Council in writing prior to implementation.
91. The OMP must be updated and submitted to the Council for certification upon request.

Maintenance contract

92. A written maintenance contract for the on-going maintenance of the proprietary stormwater management devices must be entered into with an appropriate stormwater management system operator, prior to the operation of the proprietary stormwater management devices. A written maintenance contract must be in place and maintained for the duration of the consented activity.
93. A signed copy of the contract must be sent to the Council five (5) days prior to the post-construction meeting required by Condition 84.
94. A copy of the current maintenance contract must be provided to the Council upon request at any time during the duration of the consented activity.

Maintenance report

95. Details of all inspections and maintenance for the stormwater management system, for the preceding three (3) years, must be retained.
96. A maintenance report must be provided to the Council on request.
97. The maintenance report must include the following information:
- a. details of who is responsible for maintenance of the stormwater management system and the organisational structure supporting this process; and
 - b. details of any maintenance undertaken, or inspections completed.

Advice notes

1. Any reference to number of days within this decision refers to working days as defined in section 2 of the RMA.
2. For the purpose of compliance with the conditions of consent, “the council” refers to the council’s monitoring officer unless otherwise specified. Please email monitoring@aucklandcouncil.govt.nz to identify your allocated officer.
3. For more information on the resource consent process with Auckland Council see the council’s website: www.aucklandcouncil.govt.nz. General information on resource consents, including making an application to vary or cancel consent conditions can be found on the Ministry for the Environment’s website: www.mfe.govt.nz.
4. If you disagree with any of the above conditions, and/or disagree with the additional charges relating to the processing of the application(s), you have a right of objection pursuant to sections 357A and/or 357B of the Resource Management Act 1991. Any objection must be made in writing to the council within 15 working days of your receipt of this decision (for s357A) or receipt of the council invoice (for s357B).
5. The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety at Work Act 2015), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004.
6. **Asbestos Containing Materials –**
If you are demolishing any building that may have asbestos containing material (ACM) in it:
 - You have obligations under the relevant regulations for the management and removal of asbestos, including the need to engage a Competent Asbestos Surveyor to confirm the presence or absence of any ACM.
 - Work may have to be carried out under the control of a person holding a WorkSafe NZ Certificate of Competence for restricted works.
 - If any ACM is found, removal or demolition will have to meet the Health and Safety at Work (Asbestos) Regulations 2016.
 - Information on asbestos containing materials and your obligations can be found at www.worksafe.govt.nz
If ACM is found on site following the demolition or removal of the existing buildings, you may be required to remediate the site and carry out validation sampling. Dependent on the amount of soil disturbance a further consent application may be required.

7. *Any existing boundary fences and/or retaining walls/structures must be replaced with a new fence and/or engineered wall(s) if damaged during construction works.*
8. *There must be no airborne or deposited dust beyond the site as a result of the earthworks and construction activity which is, in the opinion of the Council, noxious, offensive or objectionable.*
9. *Any damage to public roads, footpaths, berms, kerbs, drains, reserves or other public assets as a result of the demolition, earthworks and construction activities on site must be reinstated and / or repaired to AT/AC standards at the expense of the consent holder.*
10. *A building consent will be required for any retaining walls or other structures for stabilising the ground.*
11. *Noise sensitive space is defined as “any indoor space within an activity sensitive to noise excluding any bathroom, water closet, laundry, pantry, walk in wardrobe, corridor, hallway, lobby, stairwell, clothes drying area, kitchens not part of a dwelling, garage or other space of a specialised nature occupied neither frequently nor for extended periods.”*
12. *Measures to mitigate the effects of noise are likely to include the use of insulation materials, and ventilation systems that enable habitable rooms to be occupied without the need to open windows or external doors. Note that Standard E25.6.10(3) of the AUP(OP) outlines the ventilation, mechanical cooling and/or air supply requirements for noise sensitive spaces, for purposes of thermal comfort. Should these requirements be unable to be complied with, a further resource consent may be required.*
13. *If, at any time during works on site, sensitive materials (koiwi/human remains, an archaeology site, a maori cultural artefact, a protected NZ object), contamination or a lava cave greater than 1m in diameter) are discovered, then the protocol set out in standards E11.6.1 and E12.6.1 of the Auckland Unitary Plan (Operative in Part) shall be followed. In summary these are:*
 - i. *All earthworks will cease in the immediate vicinity (at least 20m from the site of the discovery) and the area including a buffer secured to ensure all sensitive material remains undisturbed.*
 - ii. *The consent holder must immediately advise Council, Heritage New Zealand Pouhere Taonga and Police (if human remains are found) and arrange a site inspection with these parties.*
 - iii. *If the discovery contains koiwi, archaeology or artefacts of Maori origin, representatives from those Iwi groups with mana whenua interest in the area are to be provided information on the nature and location of the discovery.*
 - iv. *The consent holder must not recommence works until the steps set out in the above-mentioned standards have been followed and commencement of works approved by Council.*

ATTACHMENT 1

Application documents

This Appendix has not been attached to this agenda and is available on the Auckland Council website [HERE](#) (under “Application Material”)

ATTACHMENT 2

s92 letter and s92 responses

The responses have not been attached to this agenda and are available on the Auckland Council website [HERE](#) (under “Application Material”)

31.05.23

Attention:

Jono Payne
Campbell Brown Planning Ltd.
(via email: jono@campbellbrown.co.nz)

Dear Jono,

Resource consent application – Further information request

Application number(s):	BUN60416582; LUC60416583; DIS60416584
Applicant:	Dilworth Trust Board
Address:	74 – 80 Great South Road, Remuera, Auckland 1051
Proposed activity(s):	Construction and use of two new nine storey mixed use buildings including residential, retail and commercial activities.

Under s92 of the Resource Management Act 1991 (RMA), I request the following information to help us better understand your proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

Planning (Sent via email dated 28.04.23)

1. The provided written approval from the current occupier of 70 Great South Road appears to have incorrectly selected 'owner' rather than 'occupier' on the form as Council Records indicate that this site is owned by the applicant. Please clarify and provide updated form if required.
2. The AEE states that written approval has been acquired from persons at 72 Great South Road, however, this appears to be missing from the lodged documents package. Please provide this for consideration.
3. Please provide an existing site plan/ topographical plan of the subject sites.
4. Please confirm compliance with applicable provisions of 'Chapter E24 Lighting' of the AUP(OP).

Landscape and urban design (Sent via email dated 28.04.23)

5. The provided urban design and landscape assessment notes that the units at 30 Mauranui Avenue are not used for permanent accommodation. Please clarify this and confirm how this has been factored into the assessment of adverse amenity effects.
6. Please provide dimensioned cross sections from the locations indicated in the mark-up below. Please include the proposed planting and soil space provided for plants within the podium.

7. The AEE suggests that traffic movements will be “low” within the site, however, please confirm where day-to-day residential deliveries are likely to take place (eg.: food, parcels, taxi drop offs etc.)
8. There are multiple outlook space infringements from the bedrooms of adjoining apartments. As these overlapping outlook spaces are within a recess with brick cladding, this could potentially lead to acoustic issues and an associated lack of privacy. Please advise if any acoustic modelling/assessment has been undertaken in this regard and what architectural treatment is proposed to mitigate acoustic privacy effects.
9. Please identify opportunities for accessible units at ground floor level or where elsewhere appropriate across the development.
10. Please advise if long stay bicycle parks are provided with charging facilities at each parking space. If not please confirm what charging infrastructure has been provided.

Traffic Engineering *(Sent via email dated 28.04.23)*

11. Please provide specifications of the proposed stacked parking system. Please note that the required vertical clearance of the stacked parking system is 1.9m (B85 vehicle height is 1.42m, additional 0.5m tolerance for bigger cars)
12. Table 12 of the Integrated Transport Assessment (ITA) states that the access onto Great South Road (GSR) will be for service vehicles only and that this proposal reduces the number of existing site accesses onto GSR. From this assessment provided, it is unclear if the site can be reasonably serviced by alternative access arrangements as required to be assessed under Chapter E27 of the AUP(OP) given the site also fronts a local road. The potential for the loading and servicing of the site to be from Mauranui Avenue only is not assessed or investigated.

Please provide a revised assessment in accordance with E27.8.2(11)(iii) in order to justify the requirement of both the GSR and Mauranui vehicle accesses.

Advice notes:

- The architectural and landscape plan packages indicate potential space for internal truck manoeuvring to allow both exiting the site onto Mauranui Avenue facing forward. Refuse and servicing could potentially be timed to avoid conflicts.
 - Should the applicant adequately demonstrate that the development is not feasible without requiring GSR access, it is recommended that the applicant explore revisions/mitigation measures to this access that include, but not limited to, banning right turns out of the site from the GSR access.
13. Please provide an assessment into how the proposed GSR access would be managed to only be used by loading and servicing vehicles and not general vehicles. This assessment should include measures identified to avoid general vehicles from entering/exiting.

14. The assessment relating to pedestrian safety and amenity of the proposed vehicle crossings are not considered adequate as it does not take into account Mauranui Avenue's pedestrians and the GSR access does not account for designation 1618.

Please provide a revised assessment of effects on pedestrian and vehicle intervisibility for all proposed vehicle crossings in accordance with E27.8.1(12) taking the road widening designation into account. Please also include reference to the visibility splay noted under NZTA/Waka Kotahi's 'Pedestrian Planning and Design Guide' in this assessment as GSR is considered a high-volume walkway. Please also include any measures proposed to avoid, remedy or mitigate any adverse effects identified in accordance with E27.8.2(11).

Advice notes:

- The visibility assessment from the GSR access should be premised on the road widening designation 1618 being exercised. Once the road widening work is complete the footpath on GSR will be adjacent to the vehicle crossing and the design currently presented would likely result in reduced pedestrian visibility.
- The applicant is encouraged to investigate provision of pedestrian visibility splays on all access points where vehicles exit. The splay on Mauranui road might likely only be required on the existing side of the vehicle crossing and likely smaller in size than that required for an arterial road.

Contamination (Sent via email dated 28.04.23)

15. The sampling plan appears to be missing from the provided DSI. Please provide this for review.
16. Please provide a contaminated site management plan (as recommended by the provided PSI/DSI) in support of the application outlining controls to be implemented to manage risks to human health and the environment.

Waste management (Sent via email dated 28.04.23)

17. While indicative dimensions of the waste room are provided in the 'Site Waste Management and Minimisation Plan' (SWMMP), please provide confirmed dimensions.
18. Please confirm whether taps and drainage will be provided for the waste rooms.
19. With reference to the section 4.1 of the SWMMP, please note that the location for storage of inorganic items is the decision of the body corporate. Please revise this section of the document as required.
20. In terms of inorganic waste collection – once yearly Council collection should be available (if units are separately rated). However, please provide further detail regarding the management of inorganic items through the year.

Development engineering (new requests as of 31.05.23)

21. Please confirm the 100yr ARI + CC flood level on the site. The provided report prepared by Blue Barn mentions flood depth but no definitive 100yr ARI + CC flood level.
22. Please provide an E36.9.2 flood hazard risk assessment for the major OLFP/Flood plain based on the 100yr ARI + CC flood levels.
23. Please provide a cross section through the basement vehicle access of the Mauranui building demonstrating the 100yr + CC flood level in the road and the freeboard at the top of the ramp.

Note: There doesn't appear to be much clearance available to increase the crest of the ramp to provide the SWCOP 300mm clearance. We advise that this be addressed at resource consent stage so as to avoid changes to building levels and height in the future.

Stormwater (new requests as of 31.05.23)

24. The Infrastructure Report states that stormwater runoff from the laneway will be treated by a Stormwater360 or similar product. In order to undertake an assessment, the specific device information is required. If more than one device could be used, then details of all devices will be required. Please confirm the treatment device proposed or provide additional information below for all potential treatment devices.
25. Please provide an updated stormwater drainage plan showing the location of the proposed Stormwater360 Stormfilter. Please note that the Stormfilter is required to be designed offline.
26. Please provide calculations for the sizing of the Stormfilter.
27. Please provide the design plans for the Stormfilter.
28. Please provide design plans for the retention/detention tanks.
29. Please provide details of the gross pollutant traps proposed.

Other matters (Sent via email dated 28.04.23)

- a. Waste management plans should not be supplier specific as the body corporate should have the right to make any required changes to the plan other than just contract renewal. Noting this, it would be beneficial to consider and add this in where appropriate within the SWMMP/AEE as it would allow flexibility for the body corporate to choose any collection service that can provide the appropriate waste collection required for this development.
- b. Both Council and AT specialists strongly discourage the allowance of right hand turns from the GSR access. The applicant is requested to revisit this aspect of the proposed access.
- c. The following comments have been provided by Council's Urban Design Specialist. The applicant is strongly encouraged to consider these matters further:

(i) **Height and shading**

- *In principle, height can be supported at this location, however the infringement is significant, and I remain concerned about the impact on townhouses at 30 Mauranui Avenue. I appreciate the work that the applicant has done to investigate the shading on these properties. As noted at pre-application stage, greater variation in roof form would be beneficial at this elevation to break the visual mass and to reduce the dominance and shading effects on neighbours.*
- *I note that the AUDP, at its third panel session on 28 June 2022, assessed that the units “will retain reasonable sunlight access over the course of the year both internally and to outdoor living courts, and given the Mixed-Use nature of the zoning, are deemed to be of an acceptable level.”*

My assessment is that the shading on Block B is acceptable. My primary concern is the equinox shading on Block A, given that the primary hours of daylight into the OLS and internal living areas are significantly shaded.

(ii) Street frontage – planting and connection to internal green amenity

- *Greening of the street edge relies on specimen trees planted within the future road widening area. When Great South Road is widened, this planting will need to be removed. The Applicant Urban Design and Landscape Assessment notes that along Great South Road there are no street trees however “vegetation within the front yards of properties along the corridor contributes a vegetated quality to the street.” Please note that this planting on neighbours’ property can’t be relied upon.*

The proposal presents substantial planting within the interior of the site. This provides excellent residential amenity and green amenity for commercial activity within the interior of this site.

It is unclear whether there is visual connection between the street and the highly planted commercial/semi-public space within the interior, or a clear visual link through the site indicating this planted pedestrian connection. I would encourage a stronger connection to these green spaces within the interior.

(iii) Pedestrian safety

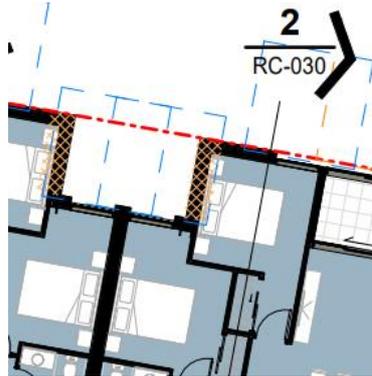
- *The movement network through the site and provision of commercial and communal activities at ground is a positive contribution to the street network and neighbourhood. Despite the Applicant’s expectation that traffic movements will be “low” (AEE), I remain concerned about the safety of pedestrians given the tight corners at the Great South Road entrance and the trucks, vans and cars that will be servicing the commercial and residential operations, including refuse, residential deliveries, commercial deliveries, relocations, etc.*

A clear line of sight through the pedestrian movement network could improve the above. Failing that, more investigation of day-to-day traffic movement would also help to enable an assessment of pedestrian safety.

(iv) Outlook

- *There are multiple outlook infringements from the bedrooms of adjoining apartments. A number of these overlapping outlook spaces are within a recess with brick cladding (see*

image below) which might lead to acoustic privacy issues. I encourage the applicant to consider acoustic assessment or acoustic softening treatment.



(v) Provision for electric cars and bikes

- Car parking is provided at a ratio of 0.4 per dwelling (83 in total), however only 4 appear to have provision for electric charging. Given the increase in EV, what rationale is there for this low provision?

Other matters (new as of 31.05.23)

- (vi)** In reference to the email received from Jeff Lee on behalf of Te Aakitai Waiohū – while we note that there are no applicable matters of discretion in relation to this application that require for a cultural values assessment to be undertaken, please advise how the applicant would like to address this request noting that the iwi has been consulted/engaged with through the design process.

Providing the information

Please provide this information in writing within 15 working days¹ (before 21 June 2023). If you are unable to provide the information by that date, please contact me before then to arrange an alternative time.

If you do not respond within 15 working days, refuse to provide information or do not meet an agreed alternative timeframe between Council and yourself, this application must be publicly notified as required by section 95C of the Resource Management Act 1991.

Note: If you will require more than 15 working days to provide this further information, I will seek that you agree to an extension of time under [section 37](#) of the Resource Management Act 1991 (the RMA). This will enable appropriate time for us to undertake the necessary review of the information once provided.

Under section 88C of the RMA, the processing of your application is suspended until the above matters have been addressed, or the 15 working day time limit has expired.

If you have any queries, please contact me at angelika.vaze@aucklandcouncil.govt.nz and quote the application number above.

¹ Section 92A(1) of the RMA

Yours sincerely,

A handwritten signature in black ink, appearing to be 'AV' with a flourish.

Ngo mihi mahana

Angelika Vaze | Intermediate Planner

Central Resource Consenting

Mobile: 021-199-4608

Auckland Council, Level 1, 35 Graham Street, Auckland Central

Visit our website: www.aucklandcouncil.govt.nz

ATTACHMENT 3

Council specialist memos

DEVELOPMENT ENGINEERING APPRAISAL – RC: Draft



CONSENT **BUN60416582**

TO **Angelika Vaze**

FROM **Rajesh Jeyaram**
Regulatory Engineering (Auckland Council)

SITE **74 & 80 Great South Road, Remuera**

Updated **26-09-2023**

Requested Input:

- See Development Engineering Brief (dated 22nd March 2023) for full details
- Review of the infrastructure and servicing, earthworks, flood proposal

Introduction

It is proposed to remove the existing structures on site and mixed-use development arranged within two nine storey buildings. The proposal comprises 191 residential units, ground floor commercial units, as well as extensive communal areas. The proposal includes car parking at a ratio of 0.4 per dwelling, bike parking, infrastructure works, earthworks and landscaping. The total site area is 4170m² (refer application documents).

I have undertaken an assessment of the engineering matters relating to this application and provide the following comments:



Discussion

Stormwater

The Council's GIS shows the existing public stormwater reticulation traversing along Great South Road which are on the higher elevation from the site contour and there is no public system available on the lower side of the site.

The proposal involves soakage-based solution is utilised to manage stormwater runoff from the proposed development. Applicant engaged Intro Rock Ltd to perform percolation test/Rockbore

testing, and two rock bores found with the soakage rate of 16.8l/s and 19.8l/s. it is proposed to utilize three rock bore soakage to cater this development with the mitigation considering the lowest bore hole factored capacity of 14l/s with the mitigation devices in accordance with the infrastructure report carried out by Blue Barn Consulting Engineers Ref: LD-2240-RP-3090_Rev 1 dated 14th March 2023. As the proposal is conservative and appears reasonable it is considered supportive. However additional testing needs to be carried out at the time of building consent stage. Condition proposed accordingly.

Stormwater Treatment

Prior to the stormwater from the two buildings being discharged to the proposed detention tanks it is planned to provide an inline stormwater gross pollutant trap on each system to remove leaves and solid material that could be washed into the stormwater network. For the third soakhole, that captures stormwater within the internal laneway it is proposed to provide a stormwater treatment system designed to remove the typical pollutants generated by traffic on the laneway. A typical system could be a Stormwater 360 or similar product that will be designed specifically to accommodate the flows and treat the stormwater before discharging to the soak hole. All these systems would be private and would need to be maintained by the body corporate entity

Wastewater

Council GIS shows that there is 225mm dia public wastewater line(#863471) traversing across 80 Great South Road property. Applicant has proposed to provide new public wastewater connections to reticulate the proposed development through new diverted/rerouted wastewater reticulation as shown in the service layout plans prepared by BlueBarn Consulting Engineers Ref: 02240-ST01-C-500 dated 14th March 2023. Diversion/rerouting of the existing wastewater line is required due to the proposed basement required for the Mauranui Building. It is therefore planned to relocate the portion of wastewater affected by the basement into the rear carpark of 82 Great South Road and then re-connect to the public line at the western boundary. While the Dilworth Trust Board are the owners of 82 Great South Road, there is a long-term lease in place with a tenant who has confirmed they have no objection to the work taking place

Capacity assessment has been provided and Watercare peer review approval has been obtained for this proposal with capacity confirmation (peer review approval RC-177088 is attached). EPA is required for this proposed for the proposed new public reticulation with diversion and connection works and private wastewater reticulation must be carried out with approved building consent.

Water supply

Fire Fighting

The proposed development can be served by the existing public watermain front of the site together with fire hydrants located on Great South Road and Maranui Avenue. These are within 135 and 270 meters respectively of the furthest point of the proposed development. Capacity assessment with fire flow testing has been provided to satisfy the FW2 & FW3 category

Potable Water

Water supply provisions are proposed for the development. I envisage standard domestic connections can be accommodated by the public water supply in the road reserve outside the property. This is facilitated by a standard domestic application to Watercare.

The proposal was peer reviewed and accepted in principle by Watercare subject to EPA approval (refer Watercare approval letter (RC-177088) from Divya Kataria of Watercare Services Limited dated 19th May 2023).

Water supply conditions and advice notes are recommended and are detailed in section of Recommended Conditions.

Traffic Engineer's Consultation:

The proposal was referred to Council's TE for assessment of Parking, Manoeuvring and Vehicle access provision and please refer our traffic engineer's (Honwin) Memo on assessment and adopt the transportation conditions accordingly for common accessway and access provision.

The common accessway should be constructed to Auckland Council specifications and an Engineering Common Accessway application is required to be submitted and approved by Development Engineering prior to the works commencing. A building consent will be required for any drainage work required on the common accessway.

Three new vehicle crossing are proposed therefore new vehicle crossing application must be made to Auckland Transport.

Transportation conditions and advice notes are recommended and are detailed in section of Recommended Conditions.

Construction Traffic Management Plan (CTMP): A detailed traffic management is usually required to ensure the safety of pedestrians and other road users is very well managed. It is standard practice that the applicant is to submit a Construction Traffic Management Plan (CTMP) so that any potential adverse effects of demolition/construction traffic will be mitigated.

Earthworks

The proposal involves large extent of earthwork to facilitate the development. Earthworks are proposed over an area of 4,173m², and will include basement excavations for the Mauranui Building, construction of building platforms and retaining walls. It is expected that the maximum cut depth will be approximately 5.7m for the formation of the basement. These works are proposed to be 5630m³ cut/ 1267m³ fill over an area of 4173m² with maximum cut depth/ fill height noted as in the earthwork plan prepared by Blue Barn Consultant Engineers Ref: 02240-01-210 dated 14th March 2023.

The proposed earthwork is a restricted discretionary activity as detailed in the Unitary plan. A condition for construction traffic management plan is recommended.

Geotechnical

The proposed development is not identified on Council's GIS warning for geotechnical stability. However, due to the proposed earthworks extent, a "ENGEO Ref: 18670.000.001-DOC ID-04 date 3rd June 2022" has been submitted as part of the application.

The applicant's geotechnical engineer has concluded the proposed development is suitable from a geotechnical perspective subject to the recommendation conditions within the Geotech report being adhered to.

The earthworks plan shows deep earth cutting are proposed for the basement construction works are boundary and building retaining walls are proposed. Careful monitoring of the surrounding structures shall be ensured during the works. All proposed earthwork, retaining wall and foundation construction activities need to be carried out in accordance with the geotechnical assessment carried out by ENGEO Ref: 18670.000.001-DOC ID-04 date 3rd June 2022

The proposal is satisfactory, and I can advise that the recommendations of the geotechnical assessment carried out by ENGEO Ref: 18670.000.001-DOC ID-04 date 3rd June 2022 are reasonable and that the site can be developed in a sufficiently safe manner and adverse stability effects managed by adhering to the recommended conditions in the both the Geotechnical report and conditions below.

Earthworks and geotechnical conditions and advice notes are recommended and are detailed in section of Recommended Conditions.

Flooding conditions and advice notes are detailed in section of Recommended Conditions.

Having assessed the Engineering aspects of this application, I recommend the following conditions.

If any changes are considered to the following conditions, I request that you refer them back to me for confirmation over the suitability of the changes.

1.0 Recommended Conditions

Land Use Conditions

Stormwater

- The consent holder must design and construct an on-site stormwater management system as a disposal point for stormwater runoff from the proposed development in accordance with the soakage test results and report prepared by infrastructure report carried out by Blue Barn Consulting Engineers Ref: LD-2240-RP-3090_Rev 1 dated 14th March 2023 and the stormwater drainage plan 02240-ST01-C-400 dated 14th March 2023 prepared by Blue barn Consulting Engineers, and guidelines - “Stormwater Management Devices in the Auckland Region”, “Stormwater Disposal via Soakage in the Auckland Region” and “Auckland Council Soakage Design Manual (ACSDM)”.

Advice Note:

Acceptable forms of evidence include Code of Compliance Certificates.

Building Consent is required for these private stormwater reticulation works. Detailed design of stormwater quantity and quality assessment need to be carried out at building consent stage in accordance with the Council's requirement.

*Plans approved under Resource Consent do not constitute an Engineering Plan/building consent Approval and **should not be used** for the purposes of constructing private reticulation works in the absence of that approval*

Stormwater Mitigation Requirement

The development is reliant on Onsite soakage disposal via suitably designed mitigatory device. The stormwater management device or system shall be installed or built generally in accordance with the design specifications by a suitably qualified service provider.

The stormwater management device or system shall be fully operational before the use of the impervious area

The consent holder shall design, install and maintain a private on-site stormwater management system. The stormwater management system shall be completed in accordance with the following specific requirements:

- A. The stormwater management system shall be completed in general accordance with the “Infrastructure report by Blue Barn Consulting Engineers Ref: LD-2240-RP-3090_Rev 1 dated 14th March 2023” and Council’s Engineering standards.

- B. The stormwater management system shall provide stormwater mitigation in the 10% AEP (Annual Exceedance Probability) storm event for the site.
- C. The consent holder shall provide to the satisfaction of the Council, evidence that the completed stormwater management system was installed or built-in accordance with the design specifications.

Advice Notes:

A Building Consent will be required for private drainage work including proposed pump systems.

The on-going operation and maintenance of private drainage management systems (stormfillter, detention tanks, common drainage, etc) is the responsibility of the owner. Suitable legal mechanism (Body Cooperate) need to be established for the operation and maintenance of the common stormwater devices and drainages

Certification and an asbuilt drawing of completed works and private drainage shall be provided to the Council by an appropriately qualified engineer at the completion of the works.

Wastewater

- The consent holder must design and construct connection to the public wastewater reticulation network to serve the development in accordance with the approved plans noted in condition one and with the requirements of the wastewater utility service provider.

Advice Notes:

Acceptable forms of Evidence from the Utility Providers include a Certificate of Acceptance.

Alterations to the public wastewater reticulation network require Engineering Plan Approval. Additional approval is required from Watercare/Veolia as part of the Engineering Plan Approval Process.

Plans approved under Resource Consent do not constitute an Engineering Plan Approval and should not be used for the purposes of constructing public reticulation works in the absence of that approval.

Watercare's works over approval required for works within 2m of public wastewater assets.

Any redundant connections are to be capped off and the public assets reinstated.

Reassessment for water and wastewater capacity will be required if the construction of this development has not commenced within 2 years of the Watercare's approval (Ref: RC- RC-177088) dated 19th May 2023.

Earthworks

- Prior to the commencement of earthworks, the consent holder shall ensure that adequate sediment and erosion controls in accordance with Auckland Council 'Guidance Document 2016/005 Erosion and Sediment Control Guideline for Land Disturbing Activities (GD05)' are constructed and installed to the satisfaction of the Council.

- All earthworks shall be managed to ensure that they do not lead to any uncontrolled instability or collapse affecting either the site or adversely affecting any neighbouring properties. In the event that such collapse or instability does occur, it shall immediately be rectified to the satisfaction of the Council.
- All earthworks must be managed to minimise any discharge of debris, soil, silt, sediment or sediment-laden water is discharged beyond the subject site to either land, stormwater drainage systems, watercourses or receiving waters. In the event that a discharge occurs, works must cease immediately, and the discharge must be mitigated and/or rectified to the satisfaction of the Council.
- Prior to the commencement of earthworks and construction activity, the consent holder shall provide the Council with written certification from a suitably qualified engineering professional confirming that all earthworks, retaining walls and building foundations have been designed in general accordance with the recommendations set out in the “geotechnical assessment carried out by ENGeo Ref: 18670.000.001-DOC ID-04 date 3rd June 2022”. Written certification shall be in the form of a report, producer statement or any other form acceptable to Council.
- The consent holder shall engage an engineer (who is familiar with geotechnical assessment carried out by ENGeo Ref: 18670.000.001-DOC ID-04 date 3rd June 2022) to monitor all earthworks, retaining and foundation construction.

Ongoing monitoring of existing neighbouring structures/ accessway close to the proposed works is required for the duration of the works.

The supervising engineer’s contact details shall be provided in writing to the Council at least two weeks prior to earthworks commencing on site.

- Certification from the engineer responsible for supervising the works shall be provided to the Council, confirming that the works have been completed in accordance with the “geotechnical assessment carried out by ENGeo Ref: 18670.000.001-DOC ID-04 date 3rd June 2022 as required by Condition 1, within ten (10) working days following completion. Written certification shall be in the form of a Geotechnical Completion Report or any other form acceptable to Council.
- The consent holder shall retain and maintain the retaining walls in perpetuity to ensure that geotechnical stability of the lot and neighbouring properties are maintained in perpetuity.
- The consent holder shall engage an engineer to supervise the works and advise the Council of timeframes for unsupported cuts adjacent to boundaries at least one week prior to excavations on boundaries being undertaken.
- During land disturbance earthworks, all necessary action shall be taken to prevent dust generation and sufficient water shall be available to dampen exposed soil, and/or other dust suppressing measures shall be available to minimise dust discharges as far as practicable. The consent holder shall ensure that dust management during the excavation works generally complies with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016).

Advice Notes:

Any existing boundary fences and/or retaining walls/structures shall be replaced with a new fence and/or engineered wall(s) if damaged during construction works.

There shall be no airborne or deposited dust beyond the subject site as a result of the earthworks and construction activity, which is in the opinion of the Council's Team Leader Compliance Monitoring Central, is noxious, offensive or objectionable.

There shall be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks, demolition and construction activity.

It is recommended that you discuss any potential measures with the council's compliance monitoring officer who may be able to provide further guidance on the most appropriate approach to take.

Overland Flowpath/Flood Plain

- The consent holder shall provide an as-built plan of finished surface levels and floor levels prepared by a licensed cadastral surveyor, along with supporting written certification by a suitably qualified engineer, confirming the surface levels, building floor levels and flood conveyance meets the design requirements set out in the "infrastructure report carried out by Blue Barn Consulting Engineers Ref: LD-2240-RP-3090_Rev 1 dated 14th March 2023" and that that the overland flood traversing the site has its alignment maintained across the site to the satisfaction of the Council.
- Consent holder shall provide following flood mitigatory measures for the construction of Maranui Building
 - A low bund wall of approximately 500mm in height is created along the perimeter of the building to prevent any water ingress along the building frontage. This could be a separate stand-alone wall or incorporated into the actual façade of the building to suit aesthetics.
 - At the entrance to the basement the vehicle crossing is slightly elevated over the width of the footpath and into the building to create a low bund that will provide the required 300mm free board while still allowing vehicles to safely access the basement parking area. (Details to be finalised during the Building Consent process). This will prevent any overland flow water from entering the basement.
 - The basement itself is to be equipped with a sump and automatically activated standby pumps located at the lowest point within the basement in the unlikely event that the basement is flooded to pump out any water to the low point located at north eastern corner of the site.
 - The basement be equipped with a sensor that will detect any flooding and activate an alarm that will both give an audible warning as well as send a text message to all the building tenants advising that flooding is occurring.
 - A cut off grated slot drain must be installed at the entrance to commercial unit on the eastern side of the building. Runoff captured by this drain will be directed into the

internal stormwater system serving the site.

- All boundary fencing shall be open slat construction or at least 150mm above from the finish ground level to allow the free flow of water.

Advice Notes:

The entry and exit points of the flow paths should always remain free of any structures, ensuring the flow path remains unaltered.

Flood mitigation for Great South Road building

- A low bund wall of approximately 500mm in height along the perimeter of the building to prevent any water ingress along the building's frontage. This could be a separate stand-alone wall or incorporated into the actual façade of the building to suit the aesthetic of the building.

Transportation

- The residential vehicle crossing shall be designed and formed in accordance with Auckland Transport TDM Technical Standards for Road Layout and Geometric Design Residential Vehicle Crossings (GD017A, Sheets 1-4) and the approved plans in condition one.

Advice Notes:

A vehicle crossing approval permit is required to be obtained from Auckland Transport for new vehicle crossing works. Please visit The Auckland Transport website for requirement and standards.

New vehicle crossings shall maintain an at grade (level) pedestrian footpath along the length of the crossing using the same materials, kerbing, pavings, patterns and finish as the footpath.

An approval letter and completion certificate from Auckland Transport is required to be submitted to Auckland Council as a verification that Auckland Transport has completed approval and final vehicle crossing inspections.

Access and manoeuvring grades shall be in accordance with Council's standards.

Works within dripline of street trees require Asset Owner Approval prior to works.

Utility operator approval is required for any works on the existing utility services

Please note that any redundant vehicle crossings are required to be reinstated to Council's standards.

Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction.

Water Supply

- The consent holder must design and construct connections to the public water reticulation network to serve the development in accordance with the approved plans noted in condition one and with the requirements of the water utility service provider.

Advice Notes:

Acceptable forms of evidence for the public water works include a Certificate of Acceptance from the water utility provider.

Alterations to the public water reticulation network require Engineering Plan Approval. Additional approval is required from Watercare/Veolia as part of the Engineering Plan Approval Process.

Public water supply is required to ensure an acceptable water supply for each dwelling/building, including for fire-fighting purposes.

*Plans approved under Resource Consent do not constitute an Engineering Plan Approval and **should not be used** for the purposes of constructing public reticulation works in the absence of that approval.*

Reassessment for water and wastewater capacity will be required if the construction of this development has not commenced within 2 years of the Watercare's approval (Ref: RC-177088) dated 19th May 2023

Telecommunications and Electricity

- The consent holder must make provision for telecommunications and electricity to the development in accordance with the requirements of the respective telecommunications and electricity utility service operators.

Common Ownership of Assets

- All buildings share common private drains for the reticulation of stormwater and wastewater. To ensure that each unit remains adequately serviced and connected, the owners of each unit must form a common entity/ body cooperate that is jointly responsible and liable for the ongoing operation, maintenance and repair of the shared drainage and private proprietary devices (retention/detention tanks, storm filters etc) systems.
- The rules must specify that all owners are jointly responsible and liable for maintenance of lighting, access, common drainage and landscaping within the common areas on the site, including CAW.

Geotechnical

The consent holder must construct retaining walls/ palisade wall/underfill drainage/ counterfort drainage] in accordance with the recommendations of the geotechnical report Ref: 18670.000.001-DOC ID-04 date 3rd June 2022 Carried out by ENGEO to ensure the site is stable and suitable for development. The consent holder must provide a Geotechnical Completion Report from a suitably qualified engineering professional to confirm the site is stable and suitable for development to the satisfaction of the team leader-compliance.

Advice Note:

A building consent will be required for any any retaining walls or other structures for stabilizing the ground.

General Advice Notes

- 1. The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety at Work Act 2015), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004. This consent does not constitute EPA approval. Please check with Council whether an EPA is required for the works.*
- 2. Any reference to number of days within this decision refers to working days as defined in s92 of the RMA.*
- 3. For the purpose of compliance with the conditions of consent, “the council” refers to the council’s monitoring inspector unless otherwise specified. Please contact monitoring@aucklandcouncil.govt.nz to identify your allocated officer.*
- 4. For more information on the resource consent process with Auckland Council see the council’s website: www.aucklandcouncil.govt.nz. General information on resource consents, including making an application to vary or cancel consent conditions can be found on the Ministry for the Environment’s website: www.mfe.govt.nz.*
- 5. If you as the applicant disagree with any of the above conditions, or disagree with the additional charges relating to the processing of the application, you have a right of objection pursuant to sections 357A or 357B of the Resource Management Act 1991. Any objection must be made in writing to the council within 15 working days of your receipt of this decision (for s357A) or receipt of the council invoice (for s357B).*

6. *The existing wastewater connection from the existing dwelling must be removed and the public drain must be reinstated to its standard condition. A building consent is required for this work.*
7. *A Corridor Access Request (CAR) is required for all works undertaken within the 'road corridor'. The application for a CAR is to be made online to www.beforeudig.co.nz. The application form requires relevant background information including resource consent details, traffic management plans, and the locations and nature of the works.*
8. *Pumping and/or boosting of the public water supply may be required for internal plumbing design. Details must be provided with the building consent application.*
9. *Extensions, alterations and diversions to the public infrastructure must require an "Engineering Approval" consent from Auckland Council Development Engineering Division.*
10. *The Consent Holder must be advised of Auckland Council's standard clearance requirements in relation to public drains. Details must be provided with the building consent application.*
11. *Abandoned private drainage is to be sealed off to the satisfaction of Council. Details are to be supplied with the building consent application.*

Signed,

Name: Rajesh Jeyaram

Email: rajesh.jeyaram@aucklandcouncil.govt.nz

SENIOR DEVELOPMENT ENGINEER

REGULATORY ENGINEERING (AUCKLAND COUNCIL)



19 May 2023

Rajesh Jeyaram
Development Engineer
Auckland Council

Dear Rajesh,

Council Resource Consent number - BUN60416582

74 & 80 Great South Road, Remuera

Watercare application number – RC-177088

Section 1 - Purpose

Watercare has reviewed the application for Resource Consent in relation to Watercare's ability to provide water and wastewater services to the proposed two 8-storey apartment buildings with 191 residential dwellings, office space and retail on 74 & 80 Great South Road, Remuera and the proposed extension to our networks set out in the application, in particular to the attached drawings.

Subject to the conditions below, we confirm that Watercare is able to provide **water** and **wastewater** services to the proposed subdivision, and that the proposed works under the resource consent application will meet our requirements for the vesting of public water supply and wastewater infrastructure.

Section 2 – General conditions

1. Watercare's confirmation in this letter is based on the application for resource consent as at today's date in particular to the attached Infrastructure Report Revision 14/03/2023. Any amendment to the proposals set out in those documents will require further review and approval from Watercare and is not covered by this letter.
2. The applicant must produce under the engineering plan approval stage a completed design of the proposed water supply and wastewater infrastructure, including infrastructure to vest in Auckland Council and thereafter in Watercare (**public water supply and wastewater works**), in accordance with the current *Watercare Water and Wastewater Code of Practice for Land Development and Subdivision (Code of Practice)* as well as Watercare's standards for material supply, construction and asset data capture.
3. All public water supply and wastewater works required to service this subdivision/development shall be designed and constructed by the applicant at no cost to Watercare.
4. The public water supply and wastewater works must be demonstrated to comply with Watercare's requirements in accordance with *Watercare's Compliance Statement Policy, Part 1 for Land Development and Subdivision Works*.
5. Engineering plan approval must be obtained from Auckland Council for all public water supply and wastewater works before construction begins.
6. All connections to Watercare's water/wastewater networks shall be made in accordance with Watercare's connection processes, and must comply with the Code of Practice.

Section 3 – Local conditions

1. There is sufficient capacity in Watercare's water and wastewater network at the time of this assessment to accommodate the proposed two 8-storey apartment buildings with 191 residential dwellings, office space and retail on 74 & 80 Great South Road, Remuera. This assessment is valid for 2 years from the date of this letter, and network upgrades may be required after the 2-year period.
2. Reassessment for wastewater capacity will be required if the construction of this development has not commenced within 2 years of the date of this letter.
3. Proposed wastewater connections at the time of this assessment are as follows:

150mm CI wastewater pipe running along the northern end of the property





150mm CI watermain along Great South Road

Existing network (150mm pipe on Great South Roads) has the capacity to supply the proposed developments including fire flow of FW3.



4. Watercare will review the proposed water and wastewater design after lodgement of the application to the Council for engineering plan approval and accompanying CS1 and CS2 if applicable.
5. All works on existing public wastewater drains and watermains shall be carried out only by a Watercare approved contractor at the applicant's expense.
6. Adequate provision shall be made during earthworks associated with construction to protect any existing public wastewater drains and watermains that traverse the site. Any damage to the drains or watermains that may occur during construction shall be the applicant's responsibility.
7. This letter does not constitute a guarantee from Watercare to provide a fire fighting capability in accordance with Fire and Emergency New Zealand Code of Practice.



8. Water pressure could change in the future. To comply with FW2 fire risk classification, the installation of a sprinkler system and/or booster pump may be required for commercial, industrial high-rise and mixed-use buildings.
9. Watercare approval is required before any individual building /lot is connected to the public water and/or wastewater network. An application for new connection shall be submitted to Watercare in conjunction with the application to Council for building consent.
10. Watercare infrastructure growth charges will apply to this development. Details of the charge are available on the website, watercare.co.nz.
11. Property service connections must comply with the requirements enumerated under Section 6.3.16.2 of the Auckland Code of Practice for Land Development and Subdivision Chapter 6 – Water.
12. Mixed-used development shall have two (2) separate bulk water meters, one (1) to service the residential units and one (1) to service the commercial units.

Section 4 – Advice notes

1. This approval does not relinquish Blue Barn Consulting of their responsibility to ensure the design complies with the requirements of Watercare Standards.
2. Watercare level of service can guarantee only for domestic water supply to a property with at least 25 litres per minute at 200 kPa at the outlet of the water meter.

Next step

To proceed with construction the applicant will be required to complete the design and lodge an engineering plan application with Auckland council

Yours faithfully,



Divya Kataria
Connections Engineer - Developer Services
Watercare Services Limited

To: Rajesh Jeyaram (Development Engineer)
From: Maree Gleeson (Consultant Healthy Waters)
Date: 23 May 2023 (updated 3 July 2023 following RFI response)
Site Address: 74 &76 Great South Road, Remuera
Consent: BUN60416582
Applicant: Dilworth Trust Board

1. Summary

Background information from DE

This is the small brown field development with a proposal to construct 191 residential units in two separate eight storey blocks, providing associated landscaping including single-storey basement carpark with car stacking facilities. The site is Business Mixed use zone with the total site area of 4173sqm. The site is located within a flood plain and there is a minor OLFP within the site.

Please review infrastructure report and provide your input on this application on the flooding and input on the soakage mitigation.

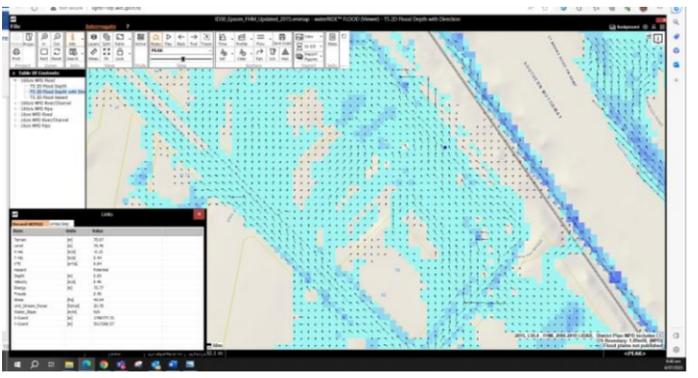
Healthy Waters has reviewed the following documents:

Information reviewed:

- DE Healthy water peer review request received 23 May 2023
- Infrastructure Report including flood hazard assessment Blue Barn Consultants Rev 1 14 March 2023.
- Resource consent RFI response 13/6/2023 Blue Barn Consultants 13 June 2023
- Letter response to RFI Campbell Brown 14 June 2023

See the comments and S92 requests and responses below.

2. HWD response Tracking:

Initial HWD Comments 23/05/2023	Applicant response 14 June 2023	HWD Response 3 July 2023
<p>1. The soakage design is compliant with GD07 and SWCOP. On-site stormwater detention tanks are included in the design to manage the shortfall in soakage rates for two of the soakholes. The other soakhole has sufficient capacity for 10yr ARI flows. Detailed design of the soakholes and the stormwater detention tanks can be provided as part of the building consent.</p> <p>2. The proposed diversion of the minor OLFP within the site is not a concern.</p> <p>3. Please confirm the 100 yr ARI +CC flood level in the site. The blue barn report mentions flood depth but no definitive 100yr ARI +CC flood level.</p> <p>4. Please provide a E36.9.2 flood hazard risk assessment for the major OLFP/flood plain based on the 100yr ARI +CC flood levels. I did check through the lodged documents in SAP including the infrastructure report and the AEE but there is no specific E36.9.2 assessment. The requirement for a flood hazard risk assessment was highlighted in the Pre-lodgement minutes.</p> <p>5. HWD require the Mauranui Road building elevations. For the eastern elevation HWD require a X section of the basement vehicle access, including the 100yr ARI+CC flood level in the road and the freeboard to the top of the ramp. There doesn't seem to be much clearance available to increase the crest of the ramp to provide the SWCOP 300mm clearance. This issue should be sorted at BUN stage as to try to provide the clearance at BC stage is too late. Council would have already consented the building levels and height.</p>  <p>The other northern, western and southern elevations are required to confirm the proposed commercial floor level, the 100yr ARI + CC flood level and the proposed freeboard.</p> <p>6. As per section 3.2 Flood Plain from the Infrastructure report please indicate on the drainage stormwater layout plan, the flood extent and flood level. Please show the location of the proposed low bund wall of approximately 500mm in height along the perimeter of the building to prevent any water ingress along the building frontage.</p>	<p>1. <i>N/A – final detention tank sizing to be provided at Building consent stage.</i></p> <p>2. <i>N/A</i></p> <p>3. <i>The blue barn report Table 1 -sheet 3 of 14 covers the predicted flood levels from HWD WaterRide flood model for 100yr ARI +CC.</i></p> <p>4. <i>Table 2 E36.9.2 assessment provided.</i></p> <p>5. <i>X section A 02240-01-SK-001 provided showing the flood level in Mauranui Ave RL 75.78m opposite the driveway and basement carpark entrance and the crest of the basement carpark ramp.</i></p>	<p>1. N/A</p> <p>2. N/A</p> <p>3. Accepted sheet 3 of 14 covers the predicted flood levels from HWD WaterRide flood model for 100yr ARI +CC.</p> <p>4. Table 2- E36.9.2 assessment Accepted; however Blue Barn should fill in the column to the right where they state the risk i.e., low, medium, significant.</p> <ul style="list-style-type: none"> Effect on neighbouring properties is minimal. There is an existing fence and raised boundary wall on the boundary with 80 Great South Road. The small nib wall around the property boundary with Mauranui Road will divert OLFP into the street, however there is expected to be only a minor change in flood levels in the street. The basement parking of Mauranui Building will be equipped with and sump and pump with a sensor that will detect any flooding and activate an alarm sending a text message to building tenants. There is 300mm clearance between the 100yr ARI+CC flood level in Mauranui Road and the crest of the basement parking ramp. <p>5. Accepted - the flood level in Mauranui Ave opposite the driveway and basement carpark entrance is approximately RL 75.78m. The crest of the basement carpark ramp is RL 76.080m. providing 300mm freeboard.</p> 

Technical Memo – Specialist Input Unit

To: Angelika Vaze, Intermediate Planner

From: Christine Oakey, Consultant Specialist, Stormwater, Wastewater and Industrial & Trade Activities Team, Specialist Unit

Date: 31/07/2023

Application Description

Applicant's Name: Dilworth Trust Board

Application Number: BUN60416582, DIS60416584

Proposal/Activity Type: Stormwater Diversion and Discharge (E8)

Reason for Consent:

Stormwater – Discharge and Diversion (E8)

Consent is required as a Controlled Activity under Rule E8.4.1 (A9) for the diversion and discharge of stormwater runoff from impervious areas greater than 1000² and up to 5000m² within an urban area, that complies with Standard E8.6.1 and E8.6.3.1.

Site Address: 74 Great South Road and 80 Great South Road, Remuera.

Legal Description: Lot 3 DP 1038495 and Lot 1 DP 119624

Site Co-ordinates: NZTM: 1758746mE; 5917184mN

Site and Locality Description

The site is located at 74 and 80 Great South Road, Remuera as shown in Figure 1 below.

The site is 4,173m² and the topography of the site slopes from a high point in the south down toward the north eastern corner.

Existing building development on 80 Great South Road comprises two, two-storey blocks arranged around a central car parking area. The site at 74 Great South Road has recently been cleared, and is now vacant.

Approximately 90% of the site is impervious.

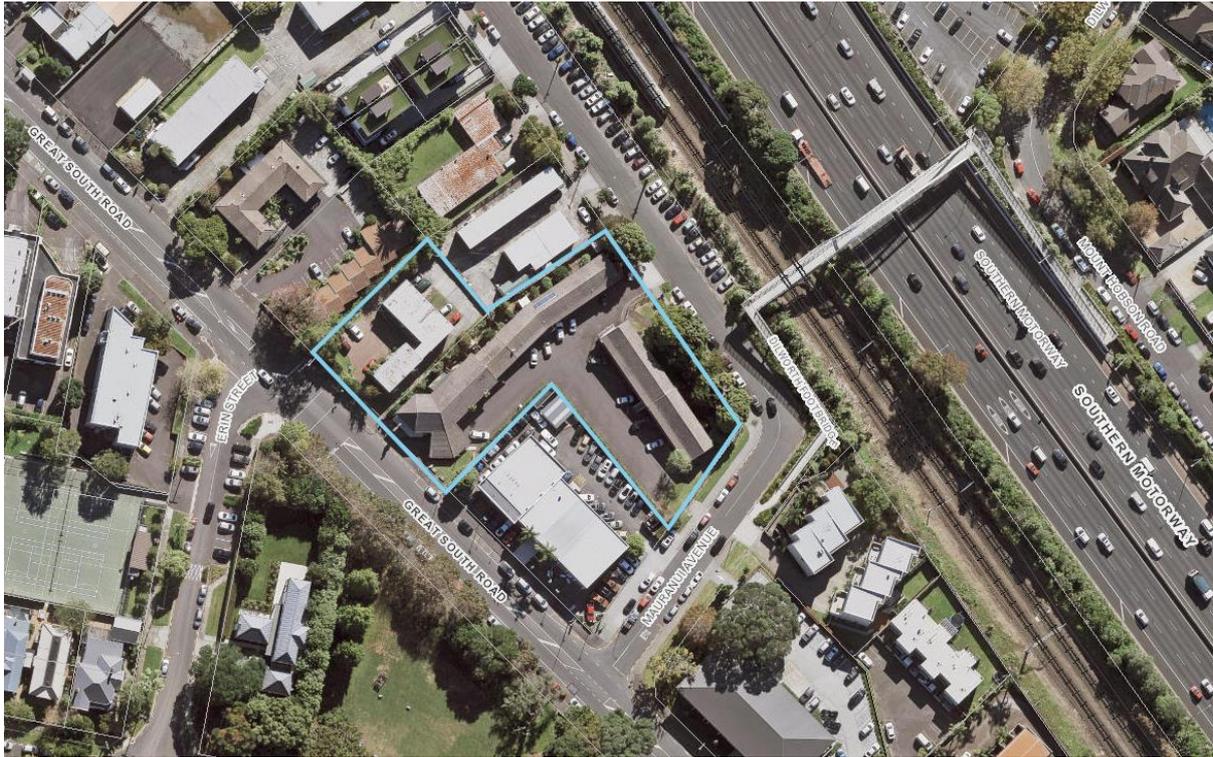


Figure 1: Site Location

Existing and/or Proposed Treatment Systems

The applicant is proposing to develop the site to accommodate a 'build-to-rent' mixed use development, that includes both residential units (191), ground floor commercial, retail and food and beverage units, as well as a shared amenity spaces for residents. The proposal comprises the construction of two new buildings; a nine-storey building and a nine-storey plus basement building. The buildings will be arranged around an internal landscaped courtyard.

Vehicular access into the site is proposed via two new vehicle crossings to the site's eastern boundary from Mauranui Avenue. The southernmost access will provide entry and exit into / from the basement car parking area below the Mauranui Building.

Stormwater from the site currently discharges directly onto Mauranui Avenue at the north of the site. Connection into the existing stormwater network within Great South Road is not possible due to the site's topography.

The applicant proposes to undertake the following stormwater management controls:

- Stormwater runoff from the internal accessway will be treated by a Stormwater360 StormFilter.
- Stormwater runoff will be discharged to two detention tanks, then discharged to ground via two rock bore soak holes.

Technical Assessments of Effects

Water quality

Runoff from accessways has the potential to contain vehicle derived contaminants (such as total suspended solids, heavy metals, hydrocarbons and oil & grease). The applicant is

proposing to mitigate this by providing stormwater quality treatment for the accessway by means of Stormfilter360 StormFilter.

While GD01 (the Council's Water Sensitive Design Guideline) excludes StormFilters, this device is designed to provide 75% Total Suspended Solids (TSS) contaminant removal in accordance with Auckland Council 'Technical Publication 10 Stormwater Management Devices: Design Guidelines Manual 2003' (TP10) (predecessor to GD01) and the Council's Proprietary Device Evaluation Protocol (PDEP) on a long-term average basis. As such, the StormFilter is considered an appropriate water quality treatment device for the purposes of treating vehicle accessways.

Proprietary filtration devices require peak flow diversion to ensure that the device provides 'offline' stormwater quality treatment to reduce the potential for resuspension of filtered contaminants. The StormFilter, is shown to be 'offline' on the plans and specifications provided with the Section 92 response, and is therefore in accordance with the Auckland Council PDEP report for this device. The offline design will be checked and confirmed by the Auckland Council Development Engineer at the building consent stage.

No quality treatment is proposed for roof runoff as the roofs will be constructed of inert material.

Water quantity

Stormwater runoff from the site is being discharged to soak holes, with two new soak holes proposed as part of the development works. Percolation testing was undertaken at two boreholes on the site. On-site detention, using detention tanks is proposed to manage the shortfall in soakage rates. The Auckland Council Development Engineer has reviewed the design and calculations and concluded that the soakage design is compliant with GD07 and SWCOP. The design calculations for the detention tanks and soak holes are to be checked and confirmed by the Auckland Council Development Engineer at the building consent stage.

Flooding and overland flow paths

The north-eastern portion of the site is affected by a floodplain. Flooding and overland flow paths assessment has been undertaken by the Auckland Council Development Engineer and Healthy Waters and has been addressed separately by in their respective memos.

Operation and maintenance and long term ownership of proposed devices

Ongoing maintenance of the proposed stormwater system is crucial to ensuring that the effects continue to be mitigated. The stormwater devices are located on private land and the long-term operation and maintenance of the stormwater management system will be the responsibility of the body corporate entity.

An operation and maintenance plan for the stormwater management devices will be required. A consent condition is recommended that an operation and maintenance plan is submitted.

Statutory Considerations

Relevant Statutes

In terms of section 104(1)(b) of the Resource Management Act 1991, the proposal is consistent with the relevant policy statements and plans, including the relevant objectives, policies and assessment criteria of the National Policy Statement Freshwater Management 2020 and the National Environmental Standards Freshwater 2020 and Regional Policy Statements and Plans.

The relevant objectives and policies of the AUP are contained in:

- Objectives – E1.2.(1)-(3)
- Policies - E1.3. (1)-(16)

In summary, the proposed management and treatment of the discharge will be undertaken in a manner that protects the environment, cultural values, public health and amenity and avoids significant adverse effects on groundwater and surface water quality.

Matters relevant to discharge or coastal permits (Section 105) and restrictions on certain permits (Section 107)

It is considered that the provisions of section 105 have been met subject to appropriate conditions of consent to ensure there is no significant effect on the receiving environment. Regard has been had to the nature of the discharge and the sensitivity of the environment. It is considered the applicant's reasons for the proposed choice are appropriate in the circumstances and regard has been had to alternative methods of discharge applicable in this case.

It is considered the proposal satisfies the provisions of section 107 because the proposed discharge will not result in discharge to water that will cause, after reasonable mixing, any of the effects listed in Section 107(1) (c – g)¹.

Duration of consent

Standard Stormwater duration

It is appropriate to set a term of 35 years because the nature of the activity subject to consent is unlikely to alter during this period and the ongoing maintenance of the stormwater management systems as required by the recommended conditions of consent will ensure that the required standards continue to be met.

¹ S.107(1) (c-g) effects include the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials; any conspicuous change in the colour or visual clarity; any emission of objectionable odour; the rendering of fresh water unsuitable for consumption by farm animals and; any significant adverse effects on aquatic life.

General and specific conditions

Recommended Stormwater Conditions

Specific consent conditions for consent number – DIS60416584 for stormwater diversion and discharge

The following conditions which are specific to management of stormwater are recommended:

Duration of consent

X.1 This consent shall expire on (date to be inserted by lead planner; 35 years from decision date) unless it has lapsed, been surrendered or been cancelled at an earlier date pursuant to the RMA.

Stormwater management works

X.1 The following stormwater management works shall be constructed for the following catchment areas and design requirements, and shall be completed prior to construction of further impervious surfaces:

Works to be undertaken	Catchment area: impervious	Design requirement(s)
Stormwater360 StormFilter (1 cartridge)	304 m ²	<ul style="list-style-type: none">• 75% TSS removal• Installed as per manufacturers' specifications• Offline configuration
Detention tanks	2,665m ²	<ul style="list-style-type: none">• Shortfall in soakage rate for soak holes for the 10 year ARI
Soak holes	2,665m ²	<ul style="list-style-type: none">• In accordance with GD2021/007 - Stormwater Soakage and Groundwater Recharge in the Auckland Region
Roof material		<ul style="list-style-type: none">• No exposed, unpainted metal surfaces

Minor Modifications approval

X.2 In the event that any minor modifications to the stormwater management system are required, that will not result in an application pursuant to Section 127 of the RMA, the following information must be provided:

- Plans and drawings outlining the details of the minor modifications; and

- Supporting information that details how the proposal does not affect the capacity or performance of the stormwater management system.

All information must be submitted to, and approved by the council, **prior to implementation**.

Advice Note:

All proposed changes must be discussed with Auckland Council, prior to implementation. Any changes to the proposal which will affect the capacity or performance of the stormwater management system will require an application to the council pursuant to Section 127 of the RMA. An example of a minor modification can be a change to the location of a pipe or slight changes to the site layout. If there is a change of device type the consent will have to be varied (s127 under the RMA).

Construction meetings

X.3 A pre-construction meeting shall be held by the consent holder, **prior** to commencement of the construction of any stormwater devices on-site, that:

- a) is arranged five working days prior to initiation of the construction of any stormwater devices on the site;
- b) is located on the subject area;
- c) includes representation from Auckland Council; and
- d) includes representation from the site stormwater engineer, contractors who will undertake the works and any other relevant parties.

Advice Note:

To arrange the pre-construction meeting required by this consent please contact Auckland Council on 09 301 0101.

X.4 The following information shall be made available prior to, or at the pre-construction meeting:

- a) timeframes for key stages of the works authorised under this consent;
- b) contact details of the site contractor and site stormwater engineer; and
- c) construction plans as approved (signed/stamped) by an Auckland Council Development Engineer.

X.5 A post-construction meeting must be held by the consent holder, **within 20 working days** of completion of the stormwater management works, that:

- a) is located on the subject area;
- b) includes representation from the council; and
- c) includes representation from the site stormwater engineer, contractors who have undertaken the works and any other relevant parties.

Advice Note:

To arrange the post-construction meeting required by this consent please contact Auckland Council on 09 301 0101.

Certification of stormwater management works (As-Built Plans)

- X.6** As-Built certification and plans of the stormwater management works, which are certified (signed) by a suitably qualified registered surveyor or Engineer as a true record of the stormwater management system, must be provided to the council for approval **5 working days** prior to the post-construction meeting required by this consent.
- X.7** The As-Built plans must display the entirety of the stormwater management system, and must include:
- a) the surveyed location (to the nearest 0.1m) and level (to the nearest 0.01m) of the stormwater management devices, with co-ordinates expressed in terms of NZTM and LINZ datum; and
 - b) documentation of any discrepancies between the design plans and the As-Built plans approved by the Minor Modifications Approval condition.

Operation and Maintenance

- X.8** A finalised Operation and Maintenance Plan must be submitted to the council for approval **5 working days prior** to the post-construction meeting required by this consent.
- X.9** The Operation and Maintenance Plan must set out how the stormwater management system is to be operated and maintained to ensure that adverse environmental effects are minimised. The plan must include:
- a) details of who will hold responsibility for long-term maintenance of the stormwater management system and the organisational structure which will support this process;
 - b) a programme for regular inspection and maintenance of the whole stormwater management system;
 - c) a programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices;
 - d) a programme for post storm inspection and maintenance; and
 - e) general inspection checklists for all aspects of the stormwater management system, including visual checks.
- X.10** The stormwater management system must be managed in accordance with the approved Operation and Maintenance Plan.
- X.11** Any amendments or alterations to the Operation and Maintenance Plan must be submitted to, and approved by the council, in writing **prior** to implementation.

X.12 The Operation and Maintenance Plan must be updated and submitted to the council for approval, upon request.

Maintenance Contract

X.13 A written maintenance contract for the on-going maintenance of the proprietary stormwater management devices shall be entered into with an appropriate stormwater management system operator, prior to the operation of the proprietary stormwater management devices. A written maintenance contract shall be in place and maintained for the duration of the consent.

X.14 A signed copy of the contract shall be forwarded to the Council **5 days prior** to the post-construction meeting required by this consent.

X.15 A copy of the current maintenance contract shall be provided to the council upon request throughout the duration of the consent.

Maintenance Report

X.16 Details of all inspections and maintenance for the stormwater management system, for the preceding three years, must be retained.

X.17 A maintenance report must be provided to the council on request.

X.18 The maintenance report must include the following information:

- a) details of who is responsible for maintenance of the stormwater management system and the organisational structure supporting this process; and
- b) details of any maintenance undertaken or inspections completed.

Body Corporate Entity

X.19 A Body Corporate Entity or similar entity must be formed to ensure the joint responsibility of the operation and maintenance of the proposed stormwater devices is guaranteed and in accordance with the conditions of this consent (DIS60416584).

General advice notes

Advice note: For the purpose of compliance with the conditions of consent, “the Council” refers to the council’s monitoring officer unless otherwise specified. Please email monitoring@aucklandcouncil.govt.nz to identify your allocated officer.

Review

Memo prepared by: Christine Oakey, Consultant Specialist, Stormwater, Wastewater and Industrial & Trade Activities Team, Specialist Unit

Signed: 

Date: 31/07/2023

Memo reviewed and approved for release by: Rod Dissmeyer, Team Leader, Stormwater, Wastewater and Industrial & Trade Activities Team, Specialist Unit

Signed:



Date: 3rd August 2023

MEMO

Date: 29/09/2023

To: Angelika Vaze Intermediate Planner

From: Honwin Shen Senior Traffic Engineer
Regulatory Engineering - Central

Subject: Traffic Engineering Review
Resource Consent Application – BUN60416582
74-80 Great South Road, Remuera

1.0 INTRODUCTION

Consent is being sought for the construction for a residential development at 74-80 Great South Road, Remuera. The development consists of 191 dwelling units, commercial GFA of 695m², 83 parking spaces and 204 bicycle spaces. Two accesses to the site will be provided off Mauranui Avenue, via a new vehicle crossing connecting to the lower ground carpark and entry only vehicle crossing for service vehicles. An exit-only vehicle crossing to Great South Road is also provided, allowing exit manoeuvres for service vehicles.

In preparation of my peer review report, I have taken the following documents into consideration:

- Traffic impact assessment report by Commute Transportation dated 1 March 2023
- AEE and associated plans.
- S92 response by Campbell Brown dated 14 June 2023.
- Publicly notified submissions dated August 2023

2.0 TRAFFIC ENGINEERING ASSESSMENT

2.1 Car Parking

a) Parking Numbers

The development is located in the Business – Mixed Use Zone and has no minimum parking rate and no maximum parking rate per dwelling.

The proposed site plan shows a total of 83 car parking spaces will be provided on the site, including 77 spaces accessed via a stacker system, 4 spaces with EV chargers, one accessible space and 4 motorcycle spaces are also provided in the car park. I have reviewed the proposed number of parking spaces and concur that they comply with the requirements of Table E27.6.2.3.

b) Parking Layout

I have reviewed the proposed parking space dimensions, manoeuvring dimensions, vertical clearance and associated gradients and concur that they comply with the requirements of the Unitary Plan.

I have reviewed the 85th percentile car tracking curves for parking spaces and concur that they are workable.

Via s92 response, the proposal will use a stacked parking system, the applicant has provided supporting documentation of the system used, the vertical clearance meets the AUP requirement. I recommend a condition of consent be required the submission of the final type, design and specification of the car stacker system prior the start of construction.

I concur that all parking spaces have onsite manoeuvring and that they comply with E27.6.3.4(1)(a).

c) Gradients

Commute's report shows the proposed parking space gradients and manoeuvring gradients on the site are complied with E27.6.3.6(3)(b) and E27.6.3.6(4).

2.2 Traffic Generation

The development is for 191 dwellings, 348m² retail, 348m² office which is just at the thresholds stipulated in Table E27.6.1.1. Thus, there is a requirement to consider the traffic generating impacts of the proposal.

The applicant estimated that development may generate approximately 100 vehicle movements per peak hour.

I have reviewed the traffic generation estimate and concur that it has been applied and calculated correctly in accordance with the RMS Guide to Traffic Generating Developments.

The applicant provided traffic modelling results of the Great South Road/Mauranui Ave and Manuranui Ave / St Marks Road intersections for both the existing situation and with the development traffic. The existing intersection operates satisfactory in both peak hours. With the development traffic, the intersections are still operating satisfactorily in both peak hours.

I have reviewed the assessment and concur that the additional traffic movements from the development will have less than minor effects on the surrounding streets.

2.3 Bicycle Parking

In accordance with T81, T85 and T87 of Table E27.6.2.5, the development is required to provide 11 visitor bicycle spaces and 193 secure bicycle spaces.

The applicant proposes to provide 11 short stay and 193 secure bicycle spaces and therefore concur that they comply with the requirements of Table E27.6.2.5.

2.4 Accessible Parking

The proposed parking layout plan shows one accessible parking spaces on the site. I have reviewed the parking space dimensions, number of spaces and location of accessible spaces and concur that they comply with the requirements of the NZS4121:2001.

2.5 Loading Space

In accordance with Table E27.6.2.7, the development has approx. 13,400m² GFA, thus there is a requirement to provide one loading space.

The development provides two loading spaces and one maintenance parking space within the laneway and therefore comply with the AUP requirement.

The applicant proposes to use a private contractor for rubbish collection. The traffic report shows the tracking curves of a rubbish truck enters the laneway to collect rubbish and exit the site in a forward direction. I have reviewed the truck tracking curves and concur that they are workable.

2.6 Vehicle Crossing and Access Width

In accordance with T151 of Table E27.6.4.3.2, any vehicle crossing and access serving 10 or more car parking spaces shall have a minimum width of 5.5 metres and maximum width of 6m. The 5.5m formed access width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays are provided at 50m intervals.

The Mauranui Avenue carpark vehicle crossing serves 83 parking spaces and measures 6.0m wide is complied with T151 of Table E27.6.4.3.2.

The Mauranui Avenue entry only vehicle crossing of 3.7m wide to serve the 2 loading spaces and maintenance parking space, this is minor infringement of T150 of Table E27.6.4.3.2 (the vehicle crossing width exceeded 0.2m of the AUP requirement), this additional width is required to accommodate the vehicle tracking of the service vehicle. I considered this infringement acceptable from a traffic perspective.

The Great South Road exit only vehicle crossing of 3.5m wide to serve the 2 loading spaces and maintenance parking space is complied with T150 of Table E27.6.4.3.2

2.7 Vehicle Access Gradients

I have reviewed the vehicle access gradients including a 1in20 access platform over 4m length at the road boundary and concur that they comply with the requirements of the Unitary Plan.

2.8 Number of Vehicle Crossing and Separation Distance

I have reviewed the proposed number of vehicle crossings along the site frontage, the separation distance and concur that they comply with T146 of Table E27.6.4.2.1, except the vehicle crossing for the service lane on Mauranui Avenue is separated by 0.9m to the vehicle crossing at 31 Mauranui Avenue. This access will only be used for infrequent rubbish collection and will be entry only movements, I've considered acceptable from a traffic perspective.

2.9 Passing Bay

Not applicable for this site.

2.10 Vehicle Access Restriction

Great South Road is classified as an arterial road under Council's Geomap. The vehicle access is off Great South Road which is non-compliance with E27.6.4.1(3)(c). I have accepted this infringement based on the following:

- Sight distances from the proposed vehicle crossing satisfy relevant requirements.
- There is no evidence of existing safety issues associated with vehicle movements in and out of driveways within the vicinity of the site. All vehicles are expected to exit the site in a forward direction.

- The proposal features all residential movements to/from Mauranui Avenue. The access to Great South Road has been restricted to exit only movements and will only be used infrequently by service vehicles. The proposal will result in a net reduction of one access on Great South Road and therefore is considered to have positive safety effects for pedestrians.

2.11 Sight Distance

I have reviewed the sight distances from both sides of the vehicle crossing and concur that they comply with the requirements of the RTS6 Guidelines for Visibility at Driveways.

2.12 Signage

Not applicable for this site.

2.13 Lighting

In accordance with E27.6.3.7, the development has 10 or more car parking spaces and is required to provide lighting on the site.

I recommend that suitable lighting is provided in the car parking area in compliance with E27.6.3.7 and E24 of the Unitary Plan.

2.14 Pedestrian Safety

The proposed site plan shows separate pedestrian path of the vehicle access. I have reviewed the line of sight along the length of the vehicle access, vehicle manoeuvring in & out of the parking spaces and considered acceptable from a pedestrian safety perspective.

2.15 Auckland Transport

I have consulted with Auckland Transport on the following triggers.

- Trip generation of 100veh/hr
- Access on arterial road
- Subdivision more than 10 lots

They will review, provide separate traffic memo to the planner.

3.0 CONCLUSION AND CONDITIONS OF CONSENT

In general, I am satisfied with the development from a traffic perspective. I support this proposal subject to the following conditions of consent:

- a) Prior to the occupation of residential units, all access, parking and manoeuvring areas must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans, to the satisfaction of the Team Leader Central Area Monitoring. The surface finish of the vehicle access, parking areas and pedestrian paths must be in accordance with the approved plans.
- b) Prior to construction of any bicycle parking area/s, confirmation must be provided to the Team Leader Central Area Monitoring that the layout, quantity, design and security of bicycle parking facilities located either in public or private areas, meet the minimum requirements of the Auckland Transport Code of Practice 2013, Part 13.6 for Cycle Parking.

- c) The consent holder must ensure all rubbish collections for the site must occur between the hours of 9am and 3pm, Monday to Friday
- d) An area equivalent to a minimum of 4 car spaces must be provided for motorcycle parking and marked/signposted as being for the exclusive use of motorcycles. This must be undertaken in accordance with the Auckland Transport Code of Practice 2013.
- e) Prior to the occupation of residential units, the consent holder must provide suitable lighting on the site in compliance with Section E24 of the Unitary Plan.
- f) Prior to the occupation of residential units, the consent holder must install directional arrow markings and signage at entry (Mauranui Avenue access) and exit points (Great South Road access) and within the site to inform drivers of one-way vehicle movements. This must be undertaken as directed by the consent holder's traffic engineer and to the satisfaction of the Team Leader Central Area Monitoring.
- g) Prior to the start of construction, the consent holder must provide the final type, design and specification of the car stacker system, to the satisfaction of the Team Leader Central Area Monitoring.
- h) All redundant vehicle crossings along the site frontage must be removed and reinstated as kerbing and verge/footpath to Auckland Transport – Transport Design Manual. This must be undertaken at the consent holder's expense and to the satisfaction of the Team Leader Central Area Monitoring.
- i) All new vehicle crossings must be designed and formed in accordance with the Auckland Transport – Transport Design Manual. The new crossing must maintain an at-grade (level) pedestrian footpath across the length of the crossing, using the same materials, kerbing, pavings, patterns and finish as the footpath on each side of the crossing.
- j) Prior to the commencement of construction or demolition works, the consent holder must submit a detailed Construction Traffic Management Plan (CTMP) to Auckland Council for approval. The CTMP must include the following aspects of the construction process:
 - Estimation on number of heavy vehicle movements per hour and per day during the construction period
 - Hours of work, staging of the development and construction period.
 - Parking management plan for visitors and construction traffic. Parking must be contained within the site.
 - Location of loading / working areas.
 - Construction loading or unloading from the street is to be permitted only with the approval of Auckland Transport.
 - Truck and trailer operation shall be prohibited between the hours of 7am-9am and 4pm-6pm, Monday to Friday.
 - Provide cleaning facilities within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road resources should be on hand to clean-up as soon as possible.
 - The CTMP needs to address the transportation and parking of oversize vehicles such as cranes.
 - Provide traffic management plans in compliance with the latest edition of the NZTA "Code of Practice for Temporary Traffic Management" (COPTTM) document.

- Provide pedestrian management plan including temporary pedestrian routes which must be easily traversable, well-marked and safely separated from moving vehicles.
- The site access point must be clearly signposted and ensuring that access to neighbouring properties is not compromised.

4.0 ADVICE NOTES

- a) This assessment does not include any civil works, common access way and structural assessment.
- b) A vehicle crossing permit will be required from Auckland Transport prior to the construction of the vehicle crossing on existing public roads. See Auckland Transport's website <https://at.govt.nz/about-us/working-on-the-road/vehicle-crossing-application/> for more information.
- c) That a Corridor Access Request (CAR) application is required from Auckland Transport for any works within the road reserve that affects the normal operation of the road, footpath or berm.

Memorandum

To: Angelika Vaze | Intermediate Planner (AC)
Honwin Shen | Senior Traffic Engineer (AC)

From: Neil Stone | Senior Development Planner (AT)

Date: 4 July 2023
Revised 5 September 2023

Subject: BUN60416582 - 74 Great South Road, Remuera

1. Introduction

Thank you for the opportunity to provide feedback on the proposed mixed-use development comprising of 191 residential units and ground floor commercial at 74 and 780 Great South Road, Remuera (herein referred to as the 'site').

As part of Auckland Transport's (AT) assessment, the Auckland Unitary Plan (AUP); the Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport (ACoP:T) have been considered. The following application documents were reviewed:

- AEE prepared by Campbell Brown, dated 15 March 2023;
 - AUP Assessment;
 - S92 response dated 14 June 2023;
- ITA prepared by Commute, dated 1 March 2023;
 - S92 response dated 26 June 2023;
- Design Statement prepared by Jasmax, dated February 2023;
- Architectural Plans prepared by Jasmax dated, 10 February 2022;
- Urban Design and Landscape Assessment prepared by R.A Skidmore Urban Design Ltd, dated March 2023; and
- Publicly notified submissions 11, 12, 13, 13-A, 14, 15 and 24 dated August 2023.

In conducting this review, the following Auckland Transport specialist teams were also consulted:

- Traffic Engineering;
- PTM Consultant (Road Safety and Traffic Operations Consultants on behalf of AT);

Memorandum

- Active Modes;
- Property;
- Stormwater
- Network Development

We also confirm that a site visit was not deemed necessary in the circumstance.

2. Site and Proposal

Key details regarding the site and proposal are outlined in the following table:

Site Address:	74 and 80 Great South Road, Remuera.
AUP Zoning:	The site is zoned Business – Mixed Use Zone The development is adjacent to a AT road widening designation 1618.
Proposal:	<p>The applicant seeks resource consent to develop 74 and 80 Great South Road, Remuera (‘the Site’), to provide for a ‘build to rent’ mixed-use development arranged within two, nine storey buildings (‘the proposal’).</p> <p>The proposal comprises a 9-storey building with 191 residential units, ground floor commercial units, as well as extensive communal areas. The proposal includes car parking at a ratio of 0.4 per dwelling, 193 long stay bike parking, 11 short stay bike parking as well as infrastructure works, earthworks, and landscaping. 83 car parking spaces are provided on site.</p> <p>Vehicular access to the site is provided from Mauranui Avenue for visitors and residents. Entry only access for loading and servicing vehicles are also proposed from Mauranui Avenue with egress onto Great South Road.</p> <p>Overall, the proposal requires consideration as a Restricted Discretionary activity.</p>

Memorandum

- E27.4.1 (A3) The proposal is for 191 new dwellings. It will also generate 100 vehicles trips per hour (only 83 car parking spaces are proposed). Resource consent is required for trip generation as a **restricted discretionary activity**.
- E27.4.1 (A4) The GSR frontage of the Site is subject to a VAR as a result of it being an arterial road. Exit only access is proposed via the shared laneway for servicing vehicles through the development (in a one-way direction, with these vehicles entering the site from Mauranui Ave). This requires resource consent as a **restricted discretionary activity**.

5. Assessment

Auckland Transport generally accepts the findings of the Intergrated Transport Assessment and subsequent s92 traffic response. On this basis Auckland Transport have no significant concerns with the proposal subject to the recommended conditions of consent provided below in section 7.

Additional comments are provided in the ‘specific comments’ section below.

6. Specific Comments

6.1 Bicycle Parking

The AUP requires this development to provide at least 191 secure long stay bicycle parking spaces and 11 visitors parking spaces as outlined in the table below.

Activity	Short Stay Rate	Long Stay Rate	No. units / GFA	Short Stay Required	Long Stay Required
Residential (Developments of 20 or more dwellings)	1 per 20 dwellings	1 per dwelling without a dedicated garage	191 units	10	191
Office (Greater than 200sqm up to 10,000sqm)	1 space plus 1 space per 1,000sqm above 1,000sqm	1 per 300sqm of office	348sqm	1	1
Retail (food and beverage, less than 350sqm)	Nil required	1 per 300sqm GFA	348sqm	0	1
TOTAL	-	-	-	11	193

Figure 2: Commute ITA – Table 14 – AUP Bicycle Parking Requirements

The development provides 193 bicycle parking spaces in 4 separate basement locations and 11 visitors spaces in a communal centrally located area. The provisions are considered compliant with the AUP and a condition of consent has been recommended in section 7 below in this regard.

6.2 Trip Generation

The assessment provided by the applicant notes that the development has an anticipated vehicle trip generation rate of 100 vehicles per peak hour for both the commercial and retail activities combined. The development itself provides 83 parking spaces and traffic rates up to 100 peak hour trips are therefore considered unlikely.. Nevertheless, the applicant has assessed the potential effects of 100 peak hour vehicle trips and have concluded that adverse operational effects on the adjacent intersections of Maranui Ave/ St Marks Rd and Great South Rd/ Maranui Ave, are not anticipated, as shown in the provided Sidra Modelling where the mentioned intersections' performances are not significantly impacted. The applicant's assessment shows that the existing Level of Service (LOS) at the Mauranui Ave/ Great South Road intersection remains within the same parameters versus the anticipated LOS. It is noted that the right turn out of Mauranui in the AM Peak hours remains at a LOS 'D'.

With regard to the St Marks and Mauranui Ave intersection there is a decrease in LOS on Mauranui Avenue in the PM Peak hour for northbound approaching vehicles to the intersection. The LOS decrease from LOS B to LOS C as average queuing length increases from 7.8m to 9.2m and average delays increase from 14.8seconds to 15.4seconds. The anticipated changes remain minimal and overall, LOS C remains within acceptable LOS parameters.

Overall, it is considered that this development's traffic generation effects, from an operational perspective, can be accommodated without significant adverse effects.

6.3 Great South Road Access

The development proposes a one way loading and servicing accessway entering from Mauranui Avenue with egress from Great South Road. Vehicles entering the site from the access will travel south-west towards a centrally located area in the development where servicing and loading will occur. it is noted that private refuse removal trucks for this development will be limited to left turn out movements only from this access, the right turn ban for these refuse collections are recommended as a condition of consent in section 7 below.

To ensure that the loading and servicing accessway is not used by general traffic, the applicant must provide the signage suggested in their s92 traffic response which includes 'no entry – authorised vehicles only' signage at the Mauranui Avenue entrance.

To ensure that the Great South Road egress only access is not used for any entering vehicles the applicant must provide signage internally to the site facing onto Great South Road that indicates 'No Entry'. This signage is recommended as a condition of consent in section 7 below.

The egress only access onto Great South Road is subject to a vehicle access restriction. The applicant has assessed the necessary criteria under the AUP for this access, and it is anticipated that this access is unlikely to result in significant operation or road safety effects based on the following:

- The access does not allow any turns into the site,
- The volume of vehicles expected will be relatively low and lower than the existing use of this access,
- Pedestrian and vehicle intervisibility at the access is good with visibility splays provided,
- Vehicle visibility and sightlines are more than 200m in each direction at the Great South Road access,
- The crash history in proximity to the site do not indicate an existing crash pattern. The reduction in total vehicles using Great South Road's vehicles access is unlikely to increase the crash risk on this road,
- The Applicant has offered a condition banning right hand turns out of the site for refuge collection vehicles,
- The width of the proposed vehicle crossing is compliant with AUP standards at 3.5m wide and would not require significant time for pedestrian to walk across this length.
- Overall, the proposed development results in a net loss of an access onto Great South Road.

With regard to pedestrian safety at this access, Auckland Transport raised initial concerns regarding pedestrian visibility between vehicles exiting the site and pedestrians along Great South Road during the s92 stage. Based on Auckland Transport's concerns regarding the visibility splay raised in the s92 response, the applicant has indicated that 5m x 2m pedestrian visibility splays on either side of the Great South Road access as per the Waka Kotahi Pedestrian Planning and Design Guidelines will be provided. These splays are expected to reduce the potential conflict between pedestrian and vehicles at this access, the splay coupled with the assessment noted, significant adverse pedestrian safety effects are not anticipated.. The pedestrian visibility splays are recommended as a condition of consent in section 7 below. It should be noted that these splays will remain unaffected once Designation 1618 has been undertaken by AT which ensure pedestrian amenity and safety at this access is retained in perpetuity.

6.4 Designation 1618

Great South Road is adjacent to Auckland Transport Road Widening Designation 1618. The development as proposed does not encroach onto this designation and for purposes of this consent does not impact this designation. Should any works be proposed in this designation it will need the approval of Auckland Transport, please refer to advice note provided in section 7 below.

6.5 *Maraunui Avenue Access*

Access to the residential component of the development is proposed from the north via Maraunui Avenue which is classified as a local road under the AUP. Pedestrian safety and visibility concerns at this access was raised by Auckland Transport in the s92 stage as pedestrian and vehicle intervisibility was deemed affected as no pedestrian visibility splays were provided. The applicant has in their response confirmed pedestrian visibility splays of 2.5m x 2m (in line with NZS2890.1) will be provided. This will assist in maintaining pedestrian amenity and safety at this vehicle crossing similar to point 6.3 above. These visibility splays are recommended as a condition of consent in section 7 below.

6.6 *Public Transport*

Great South Road provides frequent bus services, and the Remuera Train station is well within walkable distance (+400-500m). The proposed 191 dwellings are expected to have a positive effect on public transport and the exiting transport services can easily cater for this demand.

Based on the function of Great South Road being an important arterial route with bus services there will be numerous operation and potential safety risk to providing traffic calming along this corridor.

6.7 *Construction Traffic Management*

A total volume of 6500m³ of earthworks are proposed for this development. This includes an earthwork imbalance of 4173m³ to be removed from the site. To ensure that the construction and earthwork related traffic does not adversely impact on the safety and operation of the adjacent road network, the applicant has offered to provide a construction traffic management plan (CTMP) as a condition of consent. The applicant has also agreed to limit construction related traffic to only left turn into and out of the site to avoid right turns crossing opposing traffic lanes. Based on the conditioned construction traffic management plan and banning turning turns out of the site onto Great South Road, AT does not anticipate significant adverse safety effects on the road network and road users. Wording for a CTMP condition is recommended in section 7 below. It should be noted that any loading/servicing or construction related traffic that utilises AT's Road reserve will not be permitted without the necessary Corridor Access Request approval from AT, please refer to recommended advice note in this regard.

6.8 *Stormwater*

It is understood that this development will not impact the OLFP within Auckland Transport's road corridor and stormwater related matters are assessed by Council.

7. Recommended Conditions

Overall, should Auckland Council approve the proposed activity/development, we advise that it be subject to the following conditions of consent:

Recommended Conditions

Construction Traffic Management Plan

- x. *Prior to the commencement of any works on the site, the consent holder must submit to and have certified by the Council, a Construction Traffic Management Plan (CTMP). The CTMP must be prepared in accordance with the Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport or CTMPs (as applicable) and New Zealand Transport Authority's Code of Practice for Temporary Traffic Management and must address the surrounding environment including pedestrian and bicycle traffic as well as public transport. The CTMP must ensure that all right turns into the site are banned for construction and earthworks traffic. No construction activity must commence until the CTMP has been certified by the Council and all construction traffic must be managed at all times in accordance with the approved CTMP. The CTMP must be included in the application for a Corridor Access Request.*

Avoid Damaging Assets

- x. *Unless specifically provided for by this consent approval, there must be no damage to public roads, footpaths, berms, kerbs, drains, reserves, or other public asset as a result of the earthworks and construction activity. In the event that such damage does occur, the Council will be notified within 24 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition must be met by the consent holder.*

Crossings and Footpaths

- x. *Both vehicle crossing for the loading and servicing accessway onto Mauranui Avenue and Great South Road must be designed and formed to Auckland Transport's Standard VX0203 Rev A. This must be undertaken at the consent holder's expense and to the satisfaction of the Council.*
- x. *The south-eastern proposed vehicle crossing on Mauranui Avenue which is intended for the residential portion of this development must be designed and formed to Auckland Transport's Standard VX0103 Rev D. This must be undertaken at the consent holder's expense and to the satisfaction of the Council.*
- x. *Prior to the occupation of the new building, all redundant vehicle crossings must be removed and reinstated as kerbing, berm, and footpath to Auckland Transport's Transport Design Manual requirements, including a regrade of the footpath across the vehicle crossing to 2% cross-fall. This must be undertaken at the consent holder's expense and to the satisfaction of the Council.*

Pedestrian Visibility Splay

- x. *A pedestrian visibility splay measuring 2.5m x 2m (2m along the property boundary) must be provided on both sides of the south-eastern proposed vehicle crossing at Mauranui Avenue. Any obstructions including boundary fencing and/or landscaping within the visibility splay areas must not exceed 900mm in height. If fencing is provided above 900mm height stipulation it must be at least 80% visually permeable. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height by the consent holder.*
- x. *A pedestrian visibility splay of 5m x 2m (2m along the property boundary) must be provided on both sides of the Great South Road vehicle crossing. Any obstructions including boundary fencing and/or landscaping within the visibility splay areas must not exceed 900mm in height. If fencing is provided above 900mm height stipulation it must be at least 80% visually permeable. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height by the consent holder.*

Bicycle Parking

- x. *The development must provide 193 secure long term bicycle parking spaces and 11 short stay visitor bicycle parking spaces on site. This must be done in accordance with the minimum requirements of the Auckland Unitary Plan E27.6.2.5. The bicycle parking spaces must be operational before commencement of the consented activity and must be at the expense of the consent holder.*

Loading and Servicing Accessway

- x. *The north-western vehicle crossing from Mauranui Road and the Great South Road vehicle crossing must only be used by loading and servicing vehicles in perpetuity.*
- x. *The north-western vehicle crossing on Mauranui Road must operate as an entry only crossing in perpetuity.*
- x. *The Great South Road vehicle crossing must operate as an exit only for vehicles in perpetuity.*
- x. *There must be no right turning out of the site at any time for refuse vehicles from the Great South Road access.*

Vehicle Access Restriction Signage

- x. *Before commencement of the consented activity the consent holder must install 'no entry – authorised vehicles only' signage internally to the site at the Mauranui Avenue vehicle crossing. The sign must be clearly visible from Mauranui Avenue and must be installed and maintained at the expense of the consent holder to the satisfaction of Council.*

Memorandum

- x. *Before commencement of the consented activity the consent holder must install 'no entry' signage internally to the site at the Great South Road vehicle crossing. The sign must be clearly visible from Great South Road and must be installed and maintained at the expense of the consent holder to the satisfaction of Council.*

Advice Note:

Corridor Access Requests

- x. *It will be the responsibility of the consent holder to determine the presence of any underground services that may be affected by the applicants work in the road reserve. Should any services exist, the applicant must contact the owners of those and agree on the service owners' future access for maintenance and upgrades. Services information may be obtained from <https://www.beforeudig.co.nz/>.*

All work in the road reserve must be carried out in accordance with the general requirements of The National Code of Practice for Utility Operators' Access to Transport Corridors <http://nzuag.org.nz/national-code/ApprovedNationalCodeFeb13.pdf> and Auckland Transport Design Manual <https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual/>

Prior to carrying out any work in the road corridor, the consent holder must submit to Auckland Transport a Corridor Access Request (CAR) and temporary traffic management plan (TMP), the latter prepared by an NZ Transport Agency qualified person and work must not commence until such time as the applicant has approval in the form of a Works Access Permit (WAP). The application may be made at <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/apply-for-a-car/> and 15 working days should be allowed for approval.

Section 176 or 178 of the Resource Management Act (1991)

- x. *The consent holder is advised that written approval from Auckland Transport pursuant to Section 176 (or Section 178) of the Resource Management Act 1991 will be required prior to any works commencing within the designation (or Notice of Requirement) area, specifically Auckland Transport designation 1618.*

The relevant information for submitting your s176 (or s178) application (including deposit slip and application for written consent) is contained in this link <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation/> and sent to AucklandTransportPlanningTeam@at.govt.nz

Please note that no works associated with this resource consent application located within Designation 1618 can be commenced without Auckland Transport's written approval pursuant to s176 (or s178). As the matters considered as part of Auckland

Memorandum

Transport's s176 (or s178) written consent process is different from that of a resource consent, this review/response does not constitute said approval.

Vehicle Crossing Permit

- x. *The applicant will be responsible to obtain approval from Auckland Transport for all proposed vehicle crossings. Please refer to <https://at.govt.nz/about-us/working-on-the-road/vehicle-crossing-application/> for more information.*

Should resource consent be granted, we kindly request a copy of the decision notice and approved plans be provided, for us to manage our records.

Disclaimer / Important note:

The views and comments expressed by Auckland Transport's specialists within this memorandum are made without prejudice, on the applicant's proposal. Specialists have not conducted a specific review for design and standards compliance. We reserve the right to add to our comments in the future should there be any further changes or information presented. This memorandum has been compiled for the use of Auckland Council only and is not to be amended, used, forwarded or circulated without the written permission of Auckland Transport. It is an express condition of the supply of this information that the recipient is responsible for verifying its content, correctness, and completeness. Auckland Transport accepts no liability or responsibility for any error, loss or damage suffered by the recipient arising out of, or in connection with, the use or misuse of this information.

BUN60416582

Memorandum

18 April 2023

Proposal	To construct two buildings with 191 units, commercial and retail space
Site Address	74 and 80 Great South Road, Remuera
Site Plans	\\aklc.govt.nz\Shared\COO\Resource Consents\Digital Consents - New\Central\G\Great South Rd Remuera,74 - BUN60416582\1. Lodged Documents

Reports and Waste Plan

This proposal is to construct two buildings with 46 x studio/one bedroom, 137 x two bedroom and 8 x three bedroom units plus two commercial and two retail spaces. Zoning is Business Mixed Use.

The relevant reports and plans are summarised as follows with assessment at the end.

Assessment of Environmental Effects

The proposal provides for 191 residential units across two buildings, with 74 units proposed within the Great South Road (GSR) building and 117 units proposed within the Mauranui building.

The GSR building will also accommodate a food and beverage unit (190m²), retail unit, (114m²) and a flexible commercial unit with a floor area of 168m². The final use of the two flexible “commercial” units is yet to be confirmed and flexibility is sought by the applicant. Examples of what the units may accommodate may be shared resident’s areas, a gym or co-working space.

Private waste collection is proposed and a Waste Management and Minimisation Plan (‘WMMP’) has been prepared by Green Gorilla. The communal waste collection for the building will cover general waste, recycling and food waste or organics.

Communal waste storage areas are proposed within the ground floor of the GSR building and basement of the Mauranui Building) with separate commercial and residential stores in the GSR building. The stores have been sized specifically to cater for the proposed development. That being said, collection can be adjusted to cater to the specific requirements of the occupants (including the commercial occupants).

Each store is accessible from the shared laneway. The waste collection vehicle will enter from Mauranui Avenue and exit onto Great South Rd.

Architectural, Landscape Plans

The plans show two buildings. The building fronting Mauranui Avenue has a loading bay and waste room on level B1 at the end of the laneway and the building fronting to Great South Road has two refuse areas between the commercial and retail spaces near the lobby on level 00.

The Design Statement says that a paved laneway is proposed to provide one-way access for service and maintenance vehicles.

Integrated Transport Assessment

The ITA states that the The Waste Management Plan provided for the development details an 8.0m truck will service the site. The truck will stop in the laneway to collect rubbish. It is noted that no public vehicles will use the laneway. Truck tracking is provided for an 8m-long truck and the truck can safely access and egress the rubbish area and exit the site in a forwards direction.

Site Waste Management and Minimisation Plan

The SWMMP provides estimates of residential units and commercial/retail for the two buildings and recommended bins for rubbish, recyclables and food organics, with twice weekly collection.

Total waste estimates for the 74 units in the building on Great South Road are 17,400L pw and 4230L pw for commercial/retail spaces, and for the 117 units in the Mauranui Avenue building total 28,740L pw and 660L pw for commercial.

The plan notes there can be significant differences for commercial operations, and has allowed 2L of total waste per metre GFA for office space, 4L for retailers and bar area, and 16L for food/beverage. Actual capacity will be adjusted to cater to the requirements of the individual retailers.

Three bins are proposed for each of the community spaces to be taken by staff or residents to the communal storage areas as required.

The collection trucks will access the site from Mauranui Road and leave via Great South Road, driving frontways.

Indicative waste enclosures are illustrated with dimensions: 26m² for residential and 14m² for commercial for Great South Road building and 59m² for Mauranui Road building with the corner for commercial.

Management and responsibilities are detailed. On-site management will be the responsibility of the building manager, as is the general cleanliness of the waste storage areas.

With regard to inorganic items, the plan states that these are not to be stored in the waste room. Residents are entitled to the annual municipal inorganic waste collection, to be arranged with council by the building manager. Commercial operators are responsible for disposing of their inorganic and fit-out waste offsite.

Waste Solutions Specialist Assessment

The various plans provide comprehensive detail and I am satisfied that the proposed waste arrangements for both the residential and commercial/retail users have been adequately provided for. However I have a few comments.

While indicative dimensions of the waste rooms are shown in the SWMMP, please confirm. Design plans are our reference for dimensions. Could confirmation also be provided that taps and drainage will be provided for the waste rooms. Could not see evidence in the Infrastructure Report.

Re 4.1: this needs changing. Where inorganic items are stored is the decision of the body corporate. Once yearly council collection should be available if properties are separately rated, however more detail could be provided about the management inorganic items, during the year.

Other matters

A waste management plan cannot be supplier specific. The body corporate has the right to make any changes it wants, at any time, not just contract renewal. To this end, please add the following sentence to the executive summary: *The owners have the option to choose any collection service that can provide appropriate waste collection for this development.*

It is good that collection trucks can access the site and drive through however on-site access and manoeuvring will of course be assessed by council's traffic engineer.

From: [Jan Burbery](#) on behalf of [wasteplanconsent](#)
To: [Angelika Vaze](#)
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested
Date: Thursday, 14 September 2023 8:02:07 am

Morena Angelika,

My last email was a reply to the s92 responses, sent 26 June. In it, I proposed a condition and the specific wording. I trust the wording is suitable. The supplier specific wording that the waste company provides is causing us some real headaches and is not acceptable. I wish there were impartial people doing waste plans rather than private collection companies!

Under our SLA, we don't have to provide memos, but if there is anything else you need, let me know.

Ngā mihi/kind regards

Jan Burbery
Waste Plan Consents team
022 323 0490

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Wednesday, September 13, 2023 4:04 PM
To: wasteplanconsent <wasteplanconsent@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Kia ora Jan,

I hope you are well.

I can't seem to find your final memo for this one. Can you advise if the one attached is still relevant? The application is going to a hearing that has been scheduled for the 1st of November so I am just in the progress of finalising my report and compiling final documents.

Happy for the required changes identified in your email below to be addressed through the recommended condition.

Thanks!

Ngā mihi mahana

Angelika Vaze | Intermediate Planner
Regulatory Engineering & Resource Consents
Mobile: 021-199-4608
Auckland House, Level 6, 135 Albert Street, Auckland Central
Visit our website : www.aucklandcouncil.govt.nz

From: Jan Burbery <jan.burbery@aucklandcouncil.govt.nz> **On Behalf Of** wasteplanconsent
Sent: Monday, June 26, 2023 9:02 AM
To: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Morena Angelika,

Thanks for the responses, several of which are answered. However, I note a few points have not been addressed.

Re points 19 and 20: the plan should not state where residents can or can't put inorganic items. This is the decision of the body corporate. And the sentence re council inorganic collection needs the addition of: "if units are separately rated".

Under Other non-s92 matters (a): The words highlighted still need removing: "The Body Corporate or Residents' Society may engage a waste provider of their choice **at contract renewal** provided that the requirements in this SWMMP are met." At contract renewal obviously means there will already be a contract – and that is supplier specific. Can't tell you the problems we've been having where plans have locked in residents to a specific private provider and want to change.

I see the applicant has proposed a condition of consent to require that a finalised waste plan could be submitted for certification by council that could include provisions for managing inorganic items. It could also address the other points. I would propose the following. Let me know what you think.

"Prior to occupation, the waste management plan submitted with the application will be updated to address points made by the specialist following assessment, in particular to ensure the plan is not supplier specific. The plan must be submitted for written certification by the Monitoring Team Leader, and to the satisfaction of Auckland Council's waste plan consents team."

Re comments made about on-site manoeuvring, this will be reviewed by council's traffic engineer, but I would not agree that rubbish trucks are on site occasionally as is suggested. One truck for rubbish and one for recyclables and ideally one for food scraps will mean at least three trucks on site a week – and up to six a week if collections are twice a week.

Ngā mihi/kind regards

Jan Burbery
Waste Plan Consents team
022 323 0490

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Thursday, June 15, 2023 3:28 PM
To: wasteplanconsent <wasteplanconsent@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Kia ora Jan,

I hope you are well.

I have now received the s92 response for this application. Please see all additional information [here](#).

Once you have had a chance to review this, please advise if all requests have been satisfactorily addressed or if any further information/ clarifications are required.

Thank you!

Ngā mihi mahana

Angelika Vaze | Intermediate Planner

Central Resource Consenting

Mobile: 021-199-4608

Auckland House, Level 6, 135 Albert Street, Auckland Central

Visit our website : www.aucklandcouncil.govt.nz

From: Jan Burbery <jan.burbery@aucklandcouncil.govt.nz> **On Behalf Of** wasteplanconsent
Sent: Wednesday, April 19, 2023 2:53 PM
To: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Hello Angelika,

I have looked at the plans for this proposal to build two nine-storey buildings to contain 191 residential units with two commercial and two retail areas. My memo is attached.

Ngā mihi/kind regards

Jan Burbery
Waste Plan Consents team
022 323 0490

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Friday, 31 March 2023 2:43 pm
To: GRPACPlannerSupportCentral <grpacplannersupportcentral@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; CANconsents <canconsents@aucklandcouncil.govt.nz>; SWWWITA <swwwita@aucklandcouncil.govt.nz>; ESandTSpecialistUnit <esandtspecialistunit@aucklandcouncil.govt.nz>; Urban Design <UrbanDesign@aucklandcouncil.govt.nz>; wasteplanconsent <wasteplanconsent@aucklandcouncil.govt.nz>
Subject: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Kia ora!

I would like to request the following specialist input for the above application. This

application has gone through pre-application meetings (PRR00038065) and Auckland Urban Design Panel. I have included the names of specialists who were previously involved below where applicable:

- Development Engineering (Kuanjin Lee);
- Traffic Engineering (Honwin Shen);
- Contamination specialist;
- Noise and vibration specialist (Andrew Gordon);
- Stormwater specialist;
- Arborist;
- Urban Design specialist (Shay Launder);
- Landscape specialist (Ainsley Verstraeten; and
- Waste solutions specialist

Please see attached brief for further details. This has also been saved in SAP.

Please feel free to contact me if you have any questions.

Ngā mihi mahana

Angelika Vaze | Intermediate Planner

Central Resource Consenting

Mobile: 021-199-4608

Auckland House, Level 6, 135 Albert Street, Auckland Central

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URBAN DESIGN SPECIALIST REPORT

To: Angelika Vaze, Intermediate Planner,
Resource Consents Department

From: Shay Launder, Urban Design Principal,
Design Review Team, Tāmaki Makaurau Design Ope

Date: 12.09.2023

Applicant: Dilworth Trust Board

Application: BUN60416582
76 – 80 Great South Road, Remuera

Activity Status: Restricted Discretionary Activity

Kia ora Angelika,

Thank you for the opportunity to review the proposal to establish two nine storey buildings as part of a “build-to-rent” scheme at the above address.

Introduction

1. The site is located within the Business Mixed Use (BMU) zone of the Auckland Unitary Plan (Operative in Part). New Buildings in the BMU zone require consent as a Restricted Discretionary activity. The site is also subject to Designation 1618 Road Widening – Auckland Transport.
2. The applicant has requested that the application be publicly notified.
3. I confirm I have visited the site and reviewed the relevant application material including:
 - Campbell Brown, Assessment of Environment Effects (AEE), March 2023.
 - Campbell Brown, Section 92 response, June 2023
 - Jasmax, Design Statement, Rev B, February 2023
 - Jasmax, Architectural and Landscape Plans, Rev A, February 2023 (including detailed shading analysis)
 - R.A. Skidmore, Urban Design and Landscape Assessment, March 2023
 - WSP, Wind Assessment, February 2023
 - Peers Brown Miller, Arboriculture Assessment, updated March 2023
4. Sommer Spiers and Georgia Fear provided urban design assessment for Auckland Council on this project and took the application to the Auckland Urban Design Panel (AUDP) review in 2022. My involvement began in December 2022, and I have reviewed the three panel recommendations (February, March and June 2022).
5. Given the significant height infringement of the proposed buildings, I consider there will be an inevitable overlap between my assessment and the landscape assessment prepared by Council’s

landscape architect, Gabrielle Howdle (dated 04.09.23). My assessment of the proposal is specific to the immediate urban design context and the amenity effects on the street /public realm and adjoining neighbours. The change in landscape character and visual amenity effects is not part of my urban design assessment and considered in detail in landscape assessment prepared by Gabrielle Howdle.

PROPOSAL

6. The project proposes two nine-storey mixed-use buildings providing 191 residential apartments within a mixed-use development. The project includes basement parking for cars and bikes, and residential communal landscaped open space at ground and common spaces at the roof. The commercial offering at street level proposes 2 commercial units, 2 retail units and associated open spaces.
7. Access to the site will be provided via a new vehicle crossing from Mauranui Avenue to the lower ground and basement carpark. A second exit-only vehicle crossing to Great South Road is also provided.
8. The Great South Road (GSR) building will comprise nine-floors and will have a maximum height of 37.1m (exceeding the standard by a maximum 19.1m). The GSR Building will have a plan dimension of 51.04m compliant with H13.6.4. Maximum tower dimension and tower separation. The building does not setback 6m, after 27m vertical height, which does not comply with H13.6.3 Building setback at upper floors.
9. The Mauranui Avenue Building will also consist of nine-floors with a partial basement for parking, with an overall height of 35.8m (exceeding the standard by a maximum 17.8m). The plan dimension of the building exceeds the permitted maximum 55m dimension, with a dimension of 76.075m. The building does not setback 6m, after 27m vertical height. Ground floor will have a single commercial unit at ground floor along with residential units. The top floor will also have a shared common area for residents.
10. Buildings will be clad in pale coloured bricks with areas of precast and honed concrete at the basement and landscaped areas.
11. Ground floor communal outdoor spaces are proposed within the central heart of the site with a range of planting types and scales, as well as open areas, seating and lighting proposed. In

addition, top floor common spaces and open areas are proposed at the roof level of both buildings.



URBAN DESIGN ASSESSMENT

12. The following section provides an analysis of the urban design merits of the application with regard to urban design best practice, including the Auckland Design Manual (ADM) and the relevant objectives, policies and assessment criteria under the AUP (OP).

13. In order to determine if the proposal is appropriate to its context; will result in a development that responds positively to the unique characteristics of the site and its surroundings; will contribute to a high quality and enduring neighbourhood and achieve the AUP aspirations for a quality compact approach to growth and development, the following matters have been considered.

- Context
- Site Layout
- Building Height
- Density / Intensity
- Building Design and Appearance
- Public Realm Interface
- Interface to Neighbours
- Onsite and internal amenity

14. I note that the various reports submitted as part of the application comprehensively cover the relevant design matters listed above. I am in general agreement with most of the findings and conclusions of the R.A. Skidmore Report in particular, and make the following specific comments:

Context

15. The site is well connected to public transport and local amenities and is not subject to volcanic viewshaft or height sensitive areas. The site has good public transport provision, including proximity to the Remuera train station, and is located within walking distance of commercial, health and educational activities.

16. A busy four lane arterial route (Great South Road) is immediately to the West and a significant transport corridor (suburban and regional rail line and State Highway One southern motorway) is located to the East. With the above contextual conditions in mind, I consider that the site provides an appropriate location to maximise the development capacity, and I consider that the proposal meets Business – Mixed Use Zone objectives H13.2(6), by providing high intensity residential

activities in an area in close proximity to, and which can support the Business – Metropolitan Centre Zone and the public transport network.



17. The current urban condition is fragmented and lacks cohesion. It is also acknowledged that the site is an unusual shape and proportion with three road frontages. It is my assessment that the proposed scale, massing and architecture will fit with the wider area which presents a mix of scale and context. The proposal will deliver a more liveable mix of quality compact residential and commercial activity supported by open landscaped areas.

Site layout

18. The site logically addresses the site's three street frontages. The built form clearly defines the street edges, with retail, commercial and lobby spaces at the street edge providing an active street

address, particularly at Great South Road frontage. The Mauranui street edge is well framed, with a lobby and public pedestrian laneway providing positive activation at the street level.

19. The buildings are shallow in their form, framing large sheltered inner garden spaces provided as demarcated space for residents and visitors.
20. A laneway through the landscaped core of the site provides pedestrian access to residents connecting Great South Road to the train station and motorway overbridge.
21. The internal landscaped area provides open spaces areas for residents, movement network, and commercial visitors. Landscape treatments and spatial arrangements clearly delineate these separate activities.



Building Height and Bulk

22. The site is in a rare location which is outside of any Scheduled Volcanic Viewshafts or Height Sensitive Areas. These restrictions create a constraint to development in the wider neighbourhood.
23. The proposed height exceedances are considerable that range between 19.1m and 17.8m compared to the height control for the Business – Mixed Use Zone @18-19m. However, in my view, the location of the site between the Great South arterial road and the SH1 motorway /rail

corridor along with easy access to wide ranging amenities and facilities within walking catchment, provides a robust environment which is more suitable for additional height.

24. I agree with the AUDP review that the design resolution and detailing, including brick detailing, and particular characteristics of the site help to make the proposed height acceptable, while noting that these characteristics may not apply to other sites in the area.
25. The provision of two elongated buildings at the street edge with space between the buildings, provides complex views into and through the site from different angles, reducing the sense of bulk.
26. The wind assessment submitted by the applicant (assessment by WSP, dated 14/2/23) indicates that wind conditions within the site are not expected to go beyond Category C, which is the maximum acceptable limit for pedestrian areas as provided. Wind conditions for neighbouring properties are assessed to be within Category B, consistent with AUP provisions.
27. While the Landscape Visual Assessment is beyond my scope, I acknowledge that the development is located in the line of sight between Maungawhau Mt Eden and Ōhinerau Mt Hobson. *Please refer to the LVEA provided by Council's Landscape Architecture Specialist (04.09.2023).*

Building Design and Appearance

28. I generally agree with the assessment provided within Ms. Skidmore's Report, including the assessment that the design strategy will achieve a cohesive and enduring architectural character that will make a positive contribution to the evolving urban environment.
29. The proposed design has a significant degree of vertical and horizontal articulation and fenestration. External stairs, recessed balconies, façade articulation and setbacks contribute to an attractive form with restrained yet well detailed material use. End planes have been sympathetically detailed and residential outlooks are primarily provided over the street and within the landscaped central area.
30. The development relies on a level of design quality which helps to support the significant height infringement. My support of the project is contingent on the quality material treatment (including

the subtlety of patterning) and design detailing as shown in the current architectural package (Jasmax Resource Consent Design Statement 07/02/2023 Rev B).

31. Auckland Urban Design Panel (AUDP) recommendations are attached as Appendix A. I fully agree with the Panel's recommendation that no billboards be permitted on the site or buildings given the significant scale and height of the proposal.
32. A condition of consent is included to ensure that billboards are not erected on buildings or within the site.

Density / Intensity

33. I consider that the proposal meets Business – Mixed Use Zone objectives H13.2(6), by providing high intensity residential activities in an area in close proximity to, and which can support the Business – Metropolitan Centre Zone and the public transport network.

Public Realm Interface

34. The pedestrian environment is well supported with well-defined and activated street edges at Great South Road and Mauranui Avenue. Commercial and communal activities are provided with generous openings to the street.
35. A pedestrian axis helps to further activate this edge and invites the public to be drawn into and through the site, providing a well landscaped pathway through the site connecting to/from the motorway overbridge and wider neighbourhood. These elements provide a positive contribution to the public realm and the surrounding street network.

Interface with Neighbours

36. In my view, the sensitive receivers are the adjoining neighbours to the north and the southwest.
 - The neighbour at 82 and 84-86 Great South Road is the most sensitive receiver. However, I agree with the AEE that the existing commercial use for a car dealership is less sensitive to any visual and amenity effects onsite. In addition, Mauranui building is setback at least 13m away from the eastern boundary which in my view is appropriate in the context of any future development on this site.
 - To the north, the applicant owns the site at 70-72 Great South Road and the current tenant 'Siesta Motel' has provided a written approval and hence any effects on this neighbour is not part of this assessment.
 - The existing residential at 31 Mauranui are located to the north and given the orientation, shading is not considered as an issue. While the proposed height presents a prominent scale along the street, the outlook of the residential is towards the north. The side elevation /bulk of the Mauranui building is closer to the street with the landscaped

courtyard forming more than half of the shared interface. In my view, any effects associated with potential overlooking and dominance are considered acceptable.

- The proposed buildings cast shadows to the southeast that affects the residential units at 30 Mauranui Avenue. A more detailed assessment has been included under 'submissions' discussion.

Onsite and internal amenity

37. The proposal suggests a high level of onsite and internal amenity, with well-designed private and common spaces for residents.
38. Shared amenities and roof terraces are provided at the rooftop of each of the two buildings. Common residential areas at ground are proposed to be well landscaped and, if the degree of planting proposed can be achieved, would provide excellent green amenity for residents. The interface between these public, common and private appears to be well considered, with clear spatial delineation.
39. Apartments provision includes studios, one bedroom, two bedroom and three bedroom apartments. They are logically laid out with sufficient space given to living areas in relation to bedroom provision. Apartments are predominantly single aspect, with a balcony leading off the living area. Outlook space is either over the adjoining street or the internal landscaped areas.
40. Despite the Applicant's expectation that traffic movements will be low, I remain concerned about the safety of pedestrians, given the tight corners at the Great South Road entrance and the trucks, vans and cars that will be servicing the commercial and residential operations, including refuse, residential deliveries, commercial deliveries, relocations, etc.

Submissions

41. Nine submissions of non-support were received from the residents of Mauranui Avenue. Concerns relating to urban design are addressed under the headings below and generally in my assessment above.

Note: other issues raised (including removal of street trees, views, construction noise and vibration, on-street parking effects, works within flood plain, traffic safety effects and earthworks effects) are outside of the scope of this report and defer to the specialists concerned.

Outlook and privacy

42. Outlooks are provided primarily to the street network and internally within the site. It is my assessment that this will sufficiently reduce privacy conflicts with neighbours to the north. Neighbours to the south at 30 Mauranui Avenue may experience the prominent scale of the proposed apartments. However, in my view, the road reserve at around 21m combined with front yard setback on either side of the road and street trees will alleviate visual dominance effects. The combination of the street and buildings separation will provide an appropriate

distance across the street to manage any negative impacts associated with overlooking from upper floors of the Mauranui Building.

Threats to character and safety

43. It is my assessment that the development does not provide a threat to local character or visual amenity. I agree with Rebecca Skidmore's assessment that current urban condition is eclectic and lacks cohesion. It is my view that the proposal will add to the varying character of this urban area and deliver a more liveable mix of activities in the vicinity. The provision of commercial and residential areas overlooking the public realm will provide increased passive surveillance and activation of the street. It is my assessment that the proposed buildings and amenities are of high quality, and generally "built to rent" schemes of this type aim to have an enduring commitment to the provision of quality long term tenancies.

Sunlight and shading

44. The height infringement will impact townhouses at 30 Mauranui Avenue. My assessment is that the shading on Block B is acceptable. My primary concern is the equinox shading on Block A, given that the primary hours of daylight into the OLS and internal living areas are significantly shaded.
45. Acknowledge the work that the applicant has done to investigate the shading on these properties and adopt the AUDP view at its third panel session on 28 June 2022, that the units *"will retain reasonable sunlight access over the course of the year both internally and to outdoor living courts, and given the Mixed-Use nature of the zoning, are deemed to be of an acceptable level."*

Pressure on car parking

46. While pressure on car parking is beyond the scope of this report, it is my assessment that this is an ideal location for shared-car utilisation. I recommend that the applicant consider allocating 10% of car parks to a shared car service and provide residents with discounted access to the associated shared-car service and/or public transport to support these modal shifts.
47. Further, the development is located within the regional cycle network which runs along the Great South Road edge of the site, with proximity to local services and wider rail transport

connections. This supports the viability of cycling as a primary transport mode at this location and I support the provision of quality cycle parking for residents.

CONCLUSION AND RECOMMENDATIONS

48. It is my assessment that, while there are substantial technical infringements with regard to H13.6.1. Building height, the proposal meets the relevant Objectives and Policies of the zone.
49. I support the BTR approach and associated aspirations. The improved attention to material and architectural treatment have improved the proposed residential and urban outcomes from earlier iterations.
50. The proposal has had a thorough evolution by the Council, including three Auckland Urban Design Panel (AUDP) meetings, with considered improvements along the way.
51. While I acknowledge residents of 30 Mauranui Avenue Block A would potentially be affected, overall, I am supportive of the application from an urban design perspective for the reasons given within this report and subject to the following conditions of consent (or words to this effect).

Recommended Conditions of Consent

Architectural Design Plans

Prior to the lodgement of Building Consent, a finalised set of architectural detail drawings and materials specifications must be submitted to Council for written confirmation of design compliance. The information must include the following:

- details of the building's façade treatment / architectural features
- materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations; and
- external / rooftop services / plant, and visual / aural screening elements

The finalised set of drawings must ensure that the building's proposed architectural treatment and finished appearance is consistent with the plans and information referenced at condition 1.

All works must then be carried out with the details confirmed by Council, and thereafter retained and maintained, to the satisfaction of the Council.

Advice note: As part of the condition monitoring process, Council's monitoring inspectors will liaise with members of the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to provide confirmation of design compliance in relation to architectural drawings and materials specifications under this condition. The confirmation of design compliance does not relate to Building Act 2004 or Building Code compliance. A separate building consent application is required, and all building work must comply with the provisions of the Building Act and Building Code. We recommend that you seek

appropriate specialist advice to ensure coordination between compliance with design requirements and Building Act and Building Code compliance.

Signage and Wayfinding Design

Prior to commencement of any work on site (prior to the lodgement of Building Consent), the Resource Consent holder must provide a comprehensive Signage Design Plan and Management Plan, containing details of all signs to be erected on the subject site including:

- All exterior building signs, including tenancy identification and building naming signs.
- All exterior directional, way finding, traffic and parking signs associated with the management of vehicle access to and from the site.
- detailed information to illustrate the finalised design details of the proposed signage, including the proposed locations, dimensions, colours, materials, and surface finishes.

The finalised design details confirmed by Council must be established prior to the development hereby consented being first occupied, and thereafter retained and maintained, to the satisfaction of the Council.

Billboards of any format are strictly prohibited from being installed in any location within the site.

This is to ensure that proposed signage is cohesive and does not detract from the architectural quality of the building and immediate surrounding area and avoids visual clutter and/or obstruction.

Advice note: The Signage Management Plan must be submitted for the approval of the Council in consultation with the Tāmaki Makaurau Design Ope (Urban Design Unit). As part of the design compliance process, Council’s monitoring officers will liaise with the Council’s Tāmaki Makaurau Design Ope (Urban Design Unit) to ensure that the submitted details are consistent with the approved plans and information.

Lighting Plan

Prior to the lodgement of Building Consent, the consent holder must provide a **Lighting Plan and Certification/ Specifications** prepared by a qualified Lighting Engineer, to the Council. Lighting is required to pedestrian access and vehicle access serving dwellings which will be used during the hours of darkness. Lighting for pedestrian and vehicle areas shall be calculated in accordance with the methods described in the AS/NZS1158 series of standards and certified in a statement by a suitably

qualified and experienced professional. The lighting design shall demonstrate compliance with the following:

- (a) Lighting must comply fully with the requirements of AS/NZS1158.3.1.
- (b) Lighting must as a minimum provide the lighting subcategory performance determined in accordance with AS/NZS1158.3.1, but not less than the following minimums lighting subcategories:
 - (i) PR2 minimum for driveways and access.
 - (ii) PC2 is the minimum for car parking.
 - (iii) PP3 minimum for paths.
 - (iv) PA3 minimum for connecting elements, steps, stairways and ramps.
- (c) Plans must include proposed locations, lux levels and types of lighting (i.e. manufacturer's specifications once a lighting style has been determined) and any light support structures required to control timing, level of lighting, or to minimise light spill, glare, and loss of night time viewing.
- (d) Detail compliance of the design as required by AS/NZS1158.3.1.
- (e) All light fittings when installed must not project any light at or above the height of their light source.
- (f) All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or less.
- (g) Spill light and glare from the lighting must comply with E24 Lighting requirements and these requirements must include windows of all lawfully established dwellings within the site.
- (h) The lighting is to have automatic daylight controls such that the lights are on from dusk to dawn. Automatic presence detection may be included to ensure the lights are only on when presence is detected, maximum on time of 5 minutes but the use of presence sensor control is not always appropriate and therefore requires a CPTED assessment to determine if it is appropriate.
- (i) Lighting must be supplied from a common supply which cannot be disabled by residents.
- (j) Where solar lighting is proposed, such lighting will require clear written confirmation of their quality, performance, design, unshaded PV panel locations and maintenance plan.
- (k) The lighting installation must be maintained in accordance with AS/NZS1158.3.1.

Advice Note: The purpose of this condition is to ensure that adequate lighting is provided to frequently used areas within the proposed development for the safety of users. Adequate lighting is the amount

of lighting at eye level for a person with average eyesight so they can identify any potential threat approaching them from at least a 15-metre distance.

Should you wish to discuss anything further regarding this application or this memo, please do not hesitate to contact me.

Yours sincerely,

Shay Launder
Urban Design Principal,
Tāmaki Makaurau Design Ope, Plans & Places
Auckland Council

Report Peer reviewed by:	Sheerin Samsudeen Team Leader Design Review
Date: 27.09.2023	

LANDSCAPE ARCHITECTURE SPECIALIST REPORT

To: Angelika Vaze, Intermediate Planner,
Resource Consents Department

From: Gabrielle Howdle, Specialist Landscape Architect
Design Review Team, Tāmaki Makaurau Design Op

Date: 04.09.2023

Applicant: Dilworth Trust Board

Application: BUN60416582
76 – 80 Great South Road, Remuera

Activity Status: Restricted Discretionary Activity

Dear Angelika,

Introduction

1. Thank you for the opportunity to review the proposal for the mixed-use development, comprising of the construction of two nine-storey buildings. Including 191 build-to-rent residential units, commercial floorspace, basement parking and associated landscape spaces.
2. The site is located within the Business – Mixed Use Zone (B-MU) of the Auckland Unitary Plan (Operative in Part) (AUP (OP)). The site is also subject to Designation 1618 Road Widening – Auckland Transport.
3. It is understood that the application requires consent as a restricted discretionary activity.
4. The applicant has requested that the application be publicly notified.
5. Ainsley Verstraeten (principal landscape architect) was involved in the initial review and further information request process for this application. Ms Verstraeten has since changed roles, and as such I have been handed over this application.
6. I am familiar with the area, but for the purpose of reviewing this application, I visited the site and surrounding area on 17th of July 2023.
7. I confirm I have reviewed the relevant application material including:

- Architectural and Landscape Plans, Rev A, prepared by Jasmax, dated 10th February 2022 (cover page) and February 2023.
- Urban Design and Landscape Assessment prepared by R.A. Skidmore Urban Design Limited, dated March 2023.
- Design Statement prepared by Jasmax, Rev B, dated February 2023.

Methodology

8. The Urban Design and Landscape Assessment (Skidmore Report) methodology is consistent with Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines¹. In assessing the scale of visual amenity effects, the author has utilised a seven-point scale of effects. For clarity I have utilised the same rating scale as utilised the rating scale provided in Appendix A below.
9. The Skidmore Report is supported by architectural perspectives within the 'Design Statement' document, including views from Ōhinerau towards Maungawhau, travelling south along the Southern Motorway and from the pedestrian footbridge (between Dilworth Avenue and Mauranui Avenue).
10. While visual simulations may have aided in decision makers when undertaking their decision, it is understood through the application process that it was accepted that the architectural plans and perspectives were suitable. I am comfortable that there is sufficient information; in conjunction with accurate plans, and undertaking a site visit, for me to undertake a review of the landscape assessment and give consideration to the potential for any adverse effects.

Proposal

11. The proposal is to construct two nine-storey mixed-use buildings, with associated parking, common space, and landscape treatment. Access to the site will be provided via a new vehicle crossing from Mauranui Avenue to the lower ground and basement carpark. A second exit-only vehicle crossing to Great South Road is also provided.
12. The Great South Road (GSR) building will comprise nine-floors and will have a maximum height of 37.1m (exceeding the standard by a maximum 19.1m). The GSR Building will have a plan dimension of 51.04m (compliant with the tower maximum standard). The building does not setback 6m, after 27m vertical height. Ground level will be occupied by commercial units, utilities and access to the residential apartments and common areas above.
13. The Mauranui Avenue Building will also consist of nine-floors with a partial basement for parking, with an overall height of 35.8m (exceeding the standard by a maximum 17.8m). The plan dimension of the building exceeds the permitted maximum 55m dimension, with a dimension of 76.075m. The building does not setback 6m, after 27m vertical height. Ground floor will have a single commercial unit at ground floor along with residential units. The top floor will also have a shared common area for residents.
14. Buildings will be constructed from light toned / tan-coloured bricks (external cladding), precast concrete cladding coloured and honed (basement and landscape elements), and metal matt 'champagne kinetic' coloured balustrades, stairwells, joinery, panels, and roof screens.

¹ Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines¹, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022

15. Ground floor communal outdoor spaces, as well as internal / top floor common spaces (e.g., roof terrace) are proposed. The central landscaped common area will be partially constructed on top of the basement, with a range of planting types and scales, as well as open areas, seating and lighting proposed.

Landscape and Site Description

16. I concur with the local area and site description outlined within the Skidmore Report² and note that the site is located along a busy arterial route (Great South Road) and adjacent to a busy transport corridor (rail line and southern motorway). It is also acknowledged that the site is an unusual shape and proportion and has three road frontages.
17. The site sits in an interesting location within an area characterised and influenced by the surrounding and prominent maunga, and that it is located in an area not subject to a Scheduled Volcanic Viewshaft or Height Sensitive Area.



Figure 1: Scheduled Volcanic Viewshaft Overlays across the local area.

Landscape Assessment

18. The local landscape has been physically influenced by the surrounding volcanic field. While the maunga are still identifiable and influential landforms within the landscape, the subject site has been considerably modified. The proposed towers and basement are not considered to detract from the physical features of the local landscape. The proposed common spaces include lower-level planting, productive planting as well as puriri forest which will positively respond to the ecological landscape values of the area.
19. I generally agree with the assessment provided within the Skidmore Report in terms of how the proposed scale, bulk and design of the building will read and fit within the urban landscape of the wider Remuera / Newmarket area. It is noted that the surrounding built context varies in scale and intensity along Great South Road, with generally the larger scale buildings being located to the centre of Newmarket along Broadway (over 400m away from the southern end of Broadway and 1.2km to Khyber Pass Road).

² Skidmore Report, The Site, and its Context - Part 2.0 – 2.8

20. The proposal is not out of character with transitioning scale of the wider urban landscape. While the proposal will be over height (up to 19.1m over height) and exceed the tower dimensions (up to 76.075m diagonal length / infringement of 21.075m) the architectural design (including modulation and articulation of all elevations, minimising blank walls, physical breaks enhanced through materiality changes or fenestration to create visual relief) ensures that the increased scale of the buildings does not appear significantly dominant in the wider landscape.
21. However, the location of the proposal is separated from the Newmarket area and is considered to be a significant level of change within the local landscape. This is a result of the increase in height and scale (length / bulk) of the building; including not stepping back 6m (at and above 27m in height), and how it sits within the existing landscape. Unlike the central area of Newmarket, the development will not be seen within a high-density tall-scale urban landscape. It is recognised that ~400m further north that a height variations control of 27m applies which would provide for a greater level of anticipated height, although some of these sites are also subject to Scheduled Volcanic Viewshafts. The proposal, until other development is implemented nearby, will appear visually prominent.
22. While the site is not subject to a Scheduled Volcanic Viewshaft, it sits within an area of Remuera where a large number of sites are subject to additional height controls to protect views to and between the maunga. As such the surrounding built context may not be able to develop to a scale that is comparable to the proposal. In the local context, where existing development is more three-storeys in scale; with the exception of the six storey Vanguard Apartments at 64 Great South Road, the proposed increase in height will appear visually prominent and out of character until further development is established to provide a more immediate large-scale building context.
23. As such in my opinion the proposal will result in low adverse landscape character effects in the wider area but is considered to have low-moderate adverse effects on local landscape character values³.

Visual Amenity Effects

24. The proposal will result in a high level of visual change within the local environment, particularly for frequent visitors to Ōhinerau, users travelling across the pedestrian overbridge (Mauranui Avenue to Dilworth Avenue) and visitors / students of the Dilworth Senior Campus. A large part of the visual audience however will be transient in nature, including motorists, cyclists and pedestrians travelling along Great South Road, Mauranui Avenue and along State Highway 1 (Auckland Southern Motorway).
25. I agree with the comments made within the Skidmore Report regarding the proposal as seen for motorists travelling south along SH1. It is considered that the scale and quality of the design of the building will mean it is visually compatible with other largescale development visible along the edges of the motorway (e.g., Westfield Newmarket, Saint Marks Apartments, 35 Nuffield Street Apartments etc)⁴. It is also recognised that through the resource consent process the design has been improved to minimise the extent of blank walls on the northern and southern ends of the buildings and provide more visual interest through a sense of depth, varied proportions, and window shapes / sizes. The length of the building combined with the increase in height of the building can be

³ AUP (OP), H13.2 (3) – Development positively contributes towards planned future form and quality, creating a sense of place. And H13.3 (3) – Require development to be of a quality and design that positively contributes to planning and design outcomes identified in this Plan for the relevant zone, the visual quality and interest of streets and other public open spaces. H13.3 (5) – Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.

⁴ Skidmore Report. Visual Effects – Users of the surrounding transport network. Paragraph 5.70.

accommodated in the landscape as appreciated from distant to mid-distant views (such as SH1 commented on above, or from Broadway, or the intersection of Great South Road / Manukau Road / St Marks Road / Alpers Avenue / Broadway).

26. The scale of the buildings from both Mauranui Avenue and Great South Road will be viewed in the local context, which includes the expanse and busyness of the southern motorway, the railway corridor and other larger scale buildings, as well as smaller buildings of 2-3 storeys. It is considered that the scale and length of the proposal in combination with the corner location and three street frontages will mean the buildings are visually prominent within the local landscape. The longer elevations of the buildings both front Great South Road and Mauranui Avenue. While the architectural treatments of these elevations (including shapes/sizes and arrangements of windows, changes in materiality of top floors, use of vegetation at ground level and roof) help in reducing the effects of the scale to a degree, further variation along the building lengths, particularly the Mauranui Building (which infringes the tower dimension and height control) would have aided in providing visual breaks / relief along the length of the building as appreciated from local views (e.g., within close proximity along Great South Road and Mauranui Avenue).
27. The proposal is considered to appear visually dominant as viewed from the pedestrian footbridge. This is because while the building in the wider landscape benefits from other large-scale buildings to provide context, locally the surrounding development is of a smaller scale and footprint. The building utilises a variety of window sizes / shapes and balustrades to provide visual interest; more variation in colour / materiality across the elevations and / or stepping the building (e.g., at 18m and again at the roof level) would aid in reducing the visual dominance of the building from local viewpoints.
28. The increased height and length of the buildings while visible from Ōhinerau will not obscure the visual connection between maunga (Ōhinerau – Maungawhau). However, the proposal will increase the number of large-scale buildings within the views appreciated from Ōhinerau. The proposal will not protrude above Maungawhau as seen from Ōhinerau but will result in the vertical creep of built form that is seen between maunga, rather than the generally consistent plane of buildings which sit lower in the valley. The building will not intrude into a scheduled viewshaft and will not protrude so high as to block the view between maunga (Ōhinerau – Maungawhau), however it will result in some visual distraction between maunga due to its height / prominence and contrast to the lower lying built form. The increase in height and length (tower dimension) will reduce the existing glimpse views to Ōhinerau afforded to motorists and pedestrians travelling south along Great South Road. While not scheduled views, the visual connection to the maunga, contributes to the amenity of the area and sense of place.
29. I understand that the following properties are owned by the applicant, 70-72 Great South Road (occupier has also provided written approval) and 82 Great South Road. Therefore, I have not undertaken an assessment of the potential effects on these properties. As such, it is considered that the properties / residents which will experience the greatest change and be most impacted by the proposal will be 31 Mauranui Avenue, 84-86 Great South Road and 30-40 Mauranui Avenue.

30. The property at 31 Mauranui⁵ contains two two-storey buildings which are comprised of a number of residential units. The proposal (north end of the Mauranui Avenue Building) will be setback about 4m at ground level from the shared boundary by an elevated laneway, retaining wall and planted strip (including small specimen trees); albeit that this garden bed appears narrow and restricted by the retaining wall, fence and elevated laneway access, potentially impacting on the scale of what could be planted. In addition, above ground level, the Mauranui Building is only setback ~400mm from the neighbour's boundary. The shorter end elevation of the Mauranui building will face these residents; and this elevation is set back in part to create variation in depth. However, in addition to the increased height, there will also be balconies that look over this property (north-east corner of each floor), which will impact on the sense of privacy and amenity. The northern courtyard is to be planted, which will soften the view towards the lower levels of the Great South Road building. The proposal will result in a high level of visual change, and will appear visually prominent, however it is recognised that a compliant building in terms of height would also appear visually prominent to these neighbours. The proposed architectural modulation and sense of depth, and planting at ground level aid in managing some of the potential visual dominance effects on these neighbours. In my opinion the proposal would result in moderate-low adverse effects on the neighbours as a result of the increase in height at close proximity (no setback at upper floors) and increase in the number of units potentially overlooking from balconies, impacting on residential amenity values⁶.
31. The effects of the increased height will vary depending on the proximity of the building to neighbours main living and aspect, with potential overlooking effects being more relevant to immediate neighbours. However, the increase in height and scale may also impact on the visual amenity and sense of privacy to neighbours further north, such as residents at 29 and 27 Mauranui Avenue. The intervening dwelling(s) will aid in managing the effects to a degree; however, the scale of the building will appear somewhat isolated with other buildings in the area being more low scale, with the exception of the Vanguard Apartments.
32. The property at 84 – 86 Great South Road is a medical clinic⁷, meaning the visual audience is generally transient in nature. The distance between the proposed buildings and this property is greater as a result of the width of Mauranui Road (including planted berm on the southern side) and the car sales business building at 82 Great South Road in the foreground. The proposal will appear visually prominent but is physically setback from this property and seen in context with buildings in the foreground. However, as the proposal is still within relatively close proximity the variation provided by the roof terrace on the northern end of the building will not be appreciable. The proposal is considered to result in low adverse effects on visitors utilising the facilities at 84 – 86 Great South Road.
33. The property at 30 – 40 Mauranui Avenue comprises two three-storey buildings which are each comprised of three residential townhouses located within the Business – Mixed Use Zone. The Mauranui building of the proposal will be visually apparent on the adjacent side of the road, while the Great South Road building will be setback behind the car sale

⁵ Site is zoned Business - Mixed Use Zone

⁶ AUP (OP), H13.2 (4) (c) – Business activity is distributed in locations, and is of a scale and form, that: manages adverse effects on the environment, including effects on infrastructure and residential amenity. And H13.6.1 Building Height. Purpose: manage the effects of building height. Manage visual dominance effects.

⁷ Mauranui Clinic is a Private Hospital / Surgical Centre, e.g., includes Astra Radiology, Auckland Rhinology etc. Business – Mixed Use Zone

building to the north-west about ~65m. While the shorter elevation of the Mauranui building will face these properties, the ~30m length and increase in height has been visually broken down to provide a degree of visual relief and visual interest through visual breaks creating refined sections and portions to the elevation. The increase in height will appear visually prominent, and the additional height results in shading on these residents potentially impacting on their overall amenity (combined effects of scale/height and shading) (the effects of this I defer to other Council specialists); however, overall, the proposal is considered to result in moderate-low adverse visual amenity effects on the residents, particularly the front block.

Submissions

34. I understand that twenty-four submissions were received through the notification process. Fifteen are in support of the proposal and nine oppose the proposal.
35. I summarise the relevant landscape matters that were raised below from submitters in opposition.
- Building scale, height and density not in keeping with the area / zone.
E.g., "The proposed high-density building project represents an alarming departure from the architectural and cultural character that defines our neighbourhood" Submitter 15.
 - Visual impact and privacy effects on residents.
E.g., "The extra height of the proposed buildings will reduce privacy and sunlight to neighbouring buildings..." Submitter 24.
 - Visual impact on the views to and between maunga.
E.g., "I strongly disagree with the suggestion in the application that there will be no visual impact with regard to nearby maunga." Submitter 21.
 - Loss of protected trees.
E.g., "Removal of 2 protected Puriri Trees which are beneficial to the habitat of New Zealand's native birds and the Puriri Moth." Submitter 12.
36. I summarise the relevant landscape matters that were raised below from submitters in support.
- Building scale, height and density are well located within an urban environment connected to public transport and amenities.
E.g., "The intensity of development in an area for which this level of intensity is entirely suited." Submitter 1.
 - Increase in quality housing in the area.
E.g., "The proposal comprises a high-quality design which will make a positive contribution to the surrounding area and be a significant improvement on the existing environment." Submitter 19.
 - Improved landscape treatment.

E.g., “The inclusion of a native planting is supported, as it will provide biodiversity and shade, combatting the urban heat island effect.” Submitter 18.

37. I am comfortable that my assessment within paragraphs 18 – 33 addresses the above landscape aspects that have been raised within the submissions.

Recommended Conditions of Consent

38. I recommend the inclusion of the following conditions of consent (or words to this effect).

Finalised landscape design drawings

Prior to the lodgement of building consent, the consent holder must provide to the Council for approval, a finalised set of detailed landscape design drawings which have been prepared by a landscape architect. The submitted information must be consistent with the consented landscape concept plan(s) (Architectural and Landscape Plans prepared by Jasmx, dated February 2023) and at a minimum must include the following:

- a. Annotated planting plans which communicate the proposed location and extent of all areas of planting, including along the street boundaries, revegetation, common areas, podium and planters, balcony / rooftop A.
- b. A plant schedule based on the submitted planting plan(s) which details specific plant species, plant spacing, the number of plants, height and/or grade (litre) at time of planting and plant sourcing.
- c. Annotated cross-sections and/or design details with key dimensions to illustrate that adequate widths and depths are provided for garden beds / tree pits / raised planters / podiums and roof terraces. The depth and width of planting on raised gardens, terraces and planting along retaining walls (e.g., laneway on the boundary interface) must be of sufficient space to accommodate the proposed type and scale of planting including specimen trees. Larger and / or engineered tree pits beneath the structures may be required.
- d. An annotated hard landscape plan, including pavement treatments, fences and retaining walls, furniture, and lighting, with related specifications, detailing proposed site levels, type, materiality and colour and final heights (where relevant).

The finalised landscape design must be consistent with the landscape design intent / objectives identified in the plans referenced in Condition X.

Advice note: *The finalised landscape plans must be submitted for the approval of the Council in consultation with the Tāmaki Makaurau Design Ope.*

Landscape maintenance plan (report)

Prior to the implementation of the approved landscape design (soft and hard landscape treatments) the consent holder must provide a landscape maintenance plan (report) covering a minimum three years and related drawings and specifications to Council for approval. The landscape maintenance plan must at a minimum include the following:

- a. Soil preparation, drainage, fertilizer, spraying, staking, tree pit – garden bed and raised planter widths and depths demonstrating suitable medium for the proposed plants.

- b. Irrigation / watering - Irrigation required within the planting season and outside of the planting season to maintain soil moisture, including any irrigation systems or manual watering regimes.
- c. Weed removal and pest control, vandalism, and graffiti eradication.
- d. Plant replacement for any poorly performing, damaged or dead plants; including specimen trees, podium planting, terrace planting for a minimum three years.
- e. Inspection timeframes including a cyclical maintenance and management schedule, maintenance requirements; and
- f. Contractor responsibilities and ongoing maintenance requirements for the life of the development.

Advice note: *The finalised landscape maintenance plan (report) must be submitted for the approval of the Council in consultation with the Tāmaki Makaurau Design Ope.*

Implementation of approved landscape treatment

Prior to the development being first occupied, the consent holder must implement the landscape design which has been approved by Council under condition (#).

The landscape treatment must be implemented within the first appropriate planting season following completion of construction and thereafter managed and maintained to ensure successful establishment (including watering).

The landscape treatment must be thereafter retained and maintained in accordance with the maintenance plan that has been approved under condition (#), and thereafter for the life of the development.

Conclusion

39. Following my review, the proposal is considered to result in:
- Low adverse effects on landscape character and values of the wider landscape, and moderate-low adverse effects on the local landscape character and values.
 - Low adverse to moderate adverse visual amenity effects from local public viewpoints
 - Moderate-low adverse effects on neighbours at 31 Mauranui Avenue and 30 – 40 Mauranui Avenue. Low adverse effect on visitors to 84 – 86 Great South Road.

40. Please let me know if you require any further clarification.

Kind regards,

Gabrielle Howdle

Specialist Landscape Architect

Tāmaki Makaurau Design Ope

Appendix A: Scale of Effects

very low	low	low-moderate	moderate	moderate-high	high	very high
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Angelika Vaze

From: Andrew Gordon
Sent: Wednesday, 21 June 2023 8:11 am
To: Angelika Vaze
Subject: RE: Noise: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Follow Up Flag: Follow up
Flag Status: Completed

Hi Angelika,

I have reviewed the RFI dated 14 June 2023 prepared by Campbell Brown and the 'OPERATIONAL NOISE AND VIBRATION S92 QUERIES' dated 30 May 2023 prepared by Earcon Acoustics.

As you mention, this s92 request was made by the urban design specialist so any acceptance of the information provided should be confirmed by this specialist.

8. *There are multiple outlook space infringements from the bedrooms of adjoining apartments. As these overlapping outlook spaces are within a recess with brick cladding, this could potentially lead to acoustic issues and an associated lack of privacy. Please advise if any acoustic modelling/assessment has been undertaken in this regard and what architectural treatment is proposed to mitigate acoustic privacy effects.*

It is important to note:

- I have assumed this relates to external noise or 'flanking' noise between apartments (example below) which is outside the scope of the AUP-OP E25 Noise and vibration

BLOCK B - EQUINOX - 18m MASS



- E25.6.10 only applies to indoor space - there are no AUP standards to control external noise received within outdoor living spaces for new residential developments located in a business zone
- E25.6.9 is not relevant as only controls noise transmitted through common building elements (e.g. inter-tenancy walls)

Given apartments can and will be designed to meet permitted internal levels set out in E25.6.9 and E25.6.10, I agree with Earcon when they state: 'Based on the above, with windows closed, noise flanking through the windows from reflections off the recess side walls would be well below the internal noise limits, even with generally used glazing with adequate thermal properties.'

Regardless, Earcon recommend additional acoustic design mitigation to specifically address this potential issue namely:

- *Glazing for bedroom windows within the recess areas of the northern building to have a minimum manufacturer attenuation of: STC/Rw: 30 and PSR (Perceived Sound Reduction): 20% (e.g. 4mm IGU / 12mm AS / 4mm or equivalent.)*

FINAL COMMENTS

I confirm the proposal is;

- a permitted activity in regard to E25.6.8, E25.6.9, E25.6.10 and E25.6.30 (1)
- a restricted discretionary activity in regard to E25.6.27

I have reviewed the following reports prepared by Earcon Acoustics:-

- ACOUSTICS OPERATIONAL NOISE AND VIBRATION ASSESSMENT dated 17 February 2023
- CNVA CONSTRUCTION NOISE AND VIBRATION ASSESSMENT dated 17 February 2023
- OPERATIONAL NOISE AND VIBRATION S92 QUERIES' dated 30 May 2023

This is an application for construction of two nine storey buildings to accommodate a 191 unit 'build-to-rent' mixed use development with associated roof top and ground floor amenity areas, commercial floorspace, pedestrian accessways, bicycle and car parking and landscaping.

Comments - Construction

- Relevant E25 construction noise and vibration standards are referenced
- I agree earthworks, rock breaking, compaction works, piling for retaining, piling for load bearing foundations and concreting operations are expected to create the highest noise and vibration levels
- Providing works are carefully managed, noise from excavation works , rock breaking, piling for retaining and piling for load bearing foundations are however predicted to exceed the permitted LAeq noise level by **+3 dBA to +10 dBA** at buildings located on five adjacent properties (refer below)
- As expected the most affected property is 82 Great South Rd where the highest noise level of **80 dB LAeq** is predicted and the total duration of exceedances (i.e. >70 dB LAeq) is estimated to be up to **five weeks** (i.e. non-consecutive weeks over a longer time period)
- Recommended management and mitigation measures are outlined in the draft CNVMP. For example, predicted noise levels assume 2.0m – 4.5m high temporary acoustic barriers are installed
- I confirm a reason for resource consent includes exceeding the permitted noise levels set out in Table E25.6.27.1 (i.e. dwellings) and Table E25.6.27.2 (i.e. commercial) at five properties - the proposal is therefore a restricted discretionary activity in accordance with Table E25.4.1(A2)
- A draft CNVMP has been prepared to demonstrate the "best practicable option" (BPO) will be adopted to minimise effects as far as practicable. BPO includes selecting appropriately sized equipment.
- The predicted noise and vibration levels look representative based on my experience with reviewing similar works on other sites
- Sites predicted to receive exceedances are circled below – sites are 'activities sensitive to noise' except for 82 Great South Rd (car showroom/dealership)



- The subjective effects of exposure to noise between 70 – 75 dB LAeq outdoors (i.e. 50 – 55 dB LAeq indoors based on windows closed) are phone conversations may become difficult, personal conversations would need slightly raised voices, home office work can generally continue, and TV and radio volume levels would need to be increased
- The subjective effects of exposure to noise between 75 – 80 dB LAeq outdoors (i.e. 55 – 60 dB LAeq indoors based on windows closed) are home working and typical residential activities are expected to be moderately disrupted. Phone conversations will become difficult. TV or radio volume levels would need to be increased to maintain intelligibility.
- Although vibration may be noticeable to the nearest neighbours, vibration will be brief and intermittent and with prior consultation effects are considered to be reasonable
- In my view effects are reasonable when put into context with the relevant E25 objective and policy which enable works to go ahead if permitted standards cannot be practicably met, but controls are in place to manage adverse effects
- Further, s16 of the Resource Management Act (RMA) (reproduced below) supports the BPO approach: -

Section 16 RMA

16 Duty to avoid unreasonable noise

(1) Every occupier of land (including any premises and any coastal marine area), and every person carrying out an activity in, on, or under a water body or the coastal marine area, shall adopt the best practicable option to ensure that the emission of noise from that land or water does not exceed a reasonable level

- Overall, I generally agree with the assessment, methodology and conclusion in the report
- Effects can be adequately managed by imposing conditions

Comments – Operation

Relevant E25 Standards are: -

- E25.6.8 (operational noise received on other sites zoned Business – Mixed Use)
- E25.6.9 (noise transmitted between adjoining units within the proposed building)
- E25.6.10 (noise sensitive spaces in residential units)

And;

As the application site is adjacent to the North Island Main Trunk Railway Line and State Highway 1, the nearest noise sensitive spaces may be subject to unreasonable noise and vibration from traffic and train pass-bys, in particular at night. Although the AUP does not include any specific standards for traffic or rail noise and vibration I note the following E25 objective and policy are relevant:-

E25.2 (3) Existing and authorised activities and infrastructure, which by their nature produce high levels of noise, are appropriately protected from reverse sensitivity effects where it is reasonable to do so.

E25.3 (7) Require activities to be appropriately located and/or designed to avoid where practicable or otherwise remedy or mitigate reverse sensitivity effects on: existing or authorised infrastructure;

In my view it is important the façade design of apartments considers the cumulative noise effects from existing road and rail infrastructure on noise sensitive spaces.

E25.6.8

The proposal is predominantly an activity sensitive to noise with complementary commercial and retail activities.

I agree the buildings mechanical plant and equipment will comprise a significant noise source. Consideration must be given at the detailed design stage to ensure appropriate acoustic mitigation measures are adopted.

Overall, I expect compliance will be achieved without any practical difficulty. Conditions of consent should be included to demonstrate compliance prior to occupation.

E25.6.9

Units sharing common building elements must be designed to ensure reasonable internal noise levels are achieved, specifically between residential and non-residential activities.

Overall, a new building which is designed to be fit for purpose will achieve compliance without any practical difficulty. Conditions of consent should be included to demonstrate compliance prior to occupation.

E25.6.10

To provide reasonable internal noise levels in bedrooms and other habitable rooms, the building façade must incorporate acoustic design measures to mitigate external noise based on the maximum permitted level of noise for the Mixed Use Zone (i.e. levels specified in E25.6.8). Suitably thick glazing is required to achieve compliance, in particular to achieve compliance with the 63 Hz low frequency noise standard at night. An example glazing specification is provided in 11.2. I agree non-glazed facades must meet a similar level of mitigation.

All noise sensitive spaces must be mechanically ventilated and/or air conditioned to enable compliance with internal noise standards. Permitted activities must comply with ventilation requirements specified in E25.6.10 (3). An acceptable internal noise level from operation of a ventilation system is 35 dB LAeq in bedrooms when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in this Standard.

Overall, I expect compliance will be achieved without any practical difficulty. Conditions of consent should be included to demonstrate compliance at the building consent application stage and/or prior to occupation of residential units.

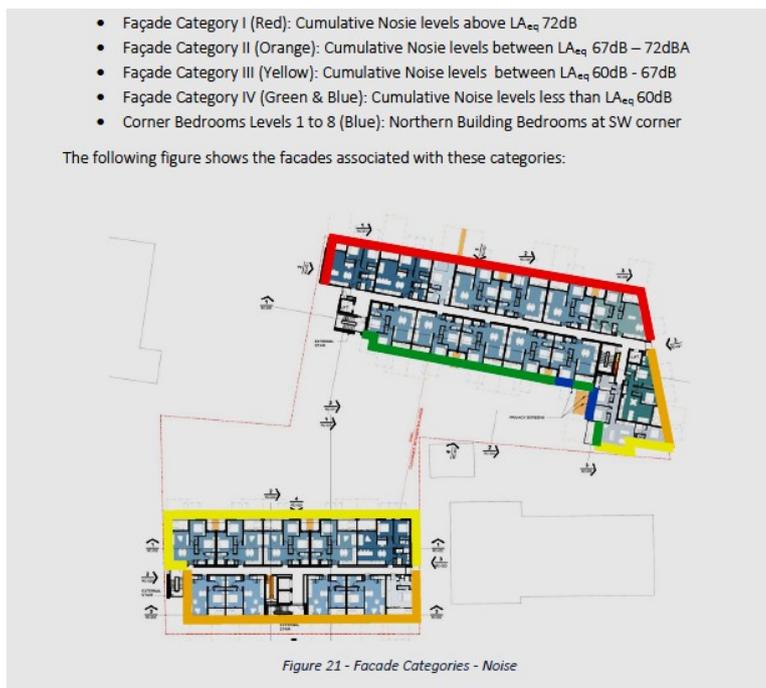
Reverse Sensitivity

Given the residential units will be designed to meet internal noise levels set out in Table E25.6.10.1 and will be based on the maximum permitted levels for the BMU zone (e.g. daytime of 65 dB LAeq), this will assist with minimising external noise created by road and rail.

In this regard, I note Earcon have predicted conservative, cumulative noise levels (i.e. rail + road + Business zone noise) at the facades of both proposed buildings. These levels are reproduced below:-

- Northern Building
 - Up to 73-75dBA daytime and 67-69dBA night-time at the northern facades of the northern building closest to the motorway and with line of sight to it.
 - Up to 70-73dBA daytime and 64-67dBA night-time at the Eastern and Western facades of the Northern building
 - Up to 57-61 dBA at the Southern façade facing the interior of the development.
- Southern Building
 - Up to 70-71dBA at the Southern facades of the buildings closest to Great South Road and with line of sight to it.
 - Up to 65-67 dBA at the remaining façades.

I agree facades, given their location and orientation, will be exposed to a range of noise levels and therefore this must be considered in the acoustic design process. Accordingly, design levels are divided into four categories as shown below in reproduced Figure 21. I support this approach.



The above levels are considered representative for design purposes.

Rail vibration has been assessed and includes on site monitoring which indicates that vibration created by passing trains is expected to not exceed 0.3 mm/s vw,95 set out in the KiwiRail Reverse Sensitivity Guidelines. I note KiwiRail have stated in an email dated 30 June 2022 that:-

'The Draft Acoustics Operational Noise and Vibration Report has been reviewed. KiwiRail support the criteria summary for Internal Noise Limits and Vibration Limits as outlined on page 17 of the report. To ensure these limits are secured KiwiRail would request a condition of consent specifying these limits for the development in addition to the requirement for mechanical ventilation in habitable spaces.'

Based on my experience vibration from passing road traffic is expected to be negligible.

Given the above, it appears specific vibration mitigation measures are not proposed as part of the building design (e.g. including resilient materials/systems as part of foundations to isolate vibration). I agree such measures are not required.

Overall, the operational assessment of noise and vibration effects adequately demonstrates that with adoption of the best practicable option - in regard to site layout and building design – that adverse noise and vibration effects will be avoided and/or mitigated to a reasonable level, as far as practicable.

Recommended Conditions

Construction hours

- X1 Construction works must be restricted to hours between 7.30am and 6.00pm, Monday to Saturday. No construction works are permitted on Sundays or public holidays. This restriction does not apply to low noise creating activities such as site set up, painting, electrical works or planting, which may occur outside of these hours Monday to Saturday only provided all activities comply with the applicable permitted noise levels in accordance with Standard E25.6.27 of the Auckland Unitary Plan-Operative In Part.

Construction noise limits

- X2 Except where otherwise provided for in **Condition X3**, construction works on the site must be designed and conducted to not exceed the permitted noise levels specified in AUP (OP) E25.6.27 subject to E25.6.27 (4) where levels are decreased by 5 dB, when measured 1m any building that is occupied during the works. Noise from construction work activity must be measured and assessed in accordance with the requirements of New Zealand Standard NZS 6803:1999 Acoustics – Construction noise.
- X3 Construction works on the site comprising the following specific works must be designed and conducted to ensure that noise from the site does not exceed the following noise levels specific to the buildings (when occupied) as set out below: -

Retaining Piling works

- 80 dB L_{Aeq} and 95 dB L_{AFmax} at 82 Great South Road
- 75 dB L_{Aeq} and 90 dB L_{AFmax} at 31 Mauranui Avenue and 30-40 Mauranui Avenue
- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 70 Great South Road and 29 Mauranui Avenue

Foundation Piling

- 75 dB L_{Aeq} and 90 dB L_{AFmax} at 31 Mauranui Avenue, 82 Great South Road and 70 Great South Road
- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 29 Mauranui Avenue and 30-40 Mauranui Avenue

Earthworks (excavation)

- 75 dB L_{Aeq} and 90 dB L_{AFmax} at 82 Great South Road
- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 29 Mauranui Avenue

Rock breaking

- 73 dB L_{Aeq} and 90 dB L_{AFmax} at 82 Great South Road

Construction vibration – structural limits

- X4 Vibration levels arising from construction activity on the site must not in any circumstance exceed the limits set out in German Industrial Standard DIN 4150-3 (1999) Structural Vibration – Part 3 Effects of Vibration on Structures criteria when measured in accordance with that Standard on any structure not on the same site as specified in AUP (OP) E25.6.30 (1) (a).

Construction vibration – amenity limit

- X5 Vibration levels arising from construction activity on the site must not exceed a limit of 2mm/s Peak Particle Velocity for more than 3 days in occupied buildings in any axis when measured in the corner of the floor of the storey of interest for multi-

storey buildings, or within 500mm of ground level at the foundation of a single storey building as specified in AUP (OP) Table E25.6.30.1.

Advice Note:

If the building is not occupied then the noise limits and vibration amenity limit specified above (i.e. 2mm/s PPV) do not apply. This allows high noise or vibration creating work to be scheduled when receivers are not present, subject to compliance with structural guideline limits and compliance with the vibration limits at other nearby buildings that are occupied. The consent holder should maintain a record of these discussions and make them available to the Council within five (5) working days of a written request.

Neighbour consultation

X6 The consent holder must advise in writing the occupants of all properties identified in Table A1: Neighbouring Receivers contained in the draft Construction Noise and Vibration Management Plan dated 17/02/2023 prepared by Earcon Acoustics (referenced in condition 1). The advice must be provided at least two (2) weeks before the construction works start. The written advice must set out an overview of the construction works, the expected duration and working hours, mitigation measures, expected levels of noise and vibration, a contact phone number to call regarding concerns about the construction noise and vibration, and the name of the project manager.

Construction Noise and Vibration Management Plan

X7 The consent holder must submit an updated Construction Noise and Vibration Management Plan (CNVMP) based on the Draft CNVMP dated 17/02/2023 prepared by Earcon Acoustics (referenced in condition 1) for certification prior to the commencement of works. The objective of the CNVMP is to set out the Best Practicable Option for the management of noise and vibration effects. The CNVMP must be prepared with reference to Annex E, New Zealand Standard NZS6803:1999 Acoustics – Construction noise and Appendix B in DIN 4150-3:1999 Structural Vibration – Part 3 Effects of vibration on structures.

The CNVMP must be submitted to the Council for certification a minimum of ten (10) working days prior to commencement of the works. Construction works must not commence until certification has been received in writing from the Council.

Any subsequent amendment of the certified CNVMP which comprises material changes to proposed construction methodology must also be prepared by a suitably qualified and experienced acoustic specialist. Amendments must be tracked and the revised CNVMP submitted to the Council for certification.

The construction works must be carried out in accordance with the certified CNVMP and a copy of the certified CNVMP must be made available to authorised Council staff during monitoring inspections.

Building – Acoustic design between units

X8 In situations where common building elements such as floors or walls connect two units the common building elements must be designed, constructed and maintained so that internal noise (rating) levels arising from any activity measured in any adjoining unit must not exceed the following levels: -

Unit	Time	Noise level
In all units except those containing activities sensitive to noise	At all times	50 dB LAeq
Bedrooms and sleeping areas	Between 11pm and 7am	35 dB LAeq 45 dB Leq at 63 Hz 40 dB Leq at 125 Hz
	Between 7am and 11pm	40 dB LAeq
Other noise sensitive spaces	At all other times	40 dB LAeq

- a) Adjustments for noise containing special audible characteristics will only apply to A weighted levels.
- b) The 63 Hz and 125 Hz octave limits do not apply to fixed mechanical plant.

Building - Acoustic façade design

X9 Bedrooms and other noise sensitive spaces must be designed, constructed and maintained so that internal noise levels do not exceed the levels below based on the maximum incident façade noise levels for the Business – Mixed Use Zone specified in AUP (OP) E25.6.8 and when assessed cumulatively with rail and road noise received at the building facades:

Unit	Time	Noise level
------	------	-------------

Bedrooms and sleeping areas	Between 11:00pm to 7:00am	35 dB L _{Aeq} 45 dB L _{eq} at 63 Hz 40 dB L _{eq} at 125 Hz
Other noise sensitive spaces	At all other times	40 dB L _{Aeq}

Where the noise levels above can only be achieved when windows and/or external doors to rooms are closed, those rooms must have installed a mechanical ventilation and/or air conditioning system which does not generate a noise level greater than 35 dB L_{Aeq} in bedrooms and 40 dB L_{Aeq} in other spaces when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in AUP (OP) E25.6.10 (3) (b) (i) or (ii) or an alternative temperature control system approved by the Council.

Building - acoustic design certificate

X10 At the time the building consent application is lodged the consent holder must provide written certification from a suitably qualified and experienced acoustic professional to the Council confirming that the building has been designed to ensure internal noise levels in bedrooms and other noise sensitive spaces specified in **condition X8 and X9** will be met. Written certification shall be in the form of a report.

Mechanical plant

X11 To ensure the permitted noise levels specified in AUP (OP) E25.6.8 for the Business – Mixed Use Zone are met at all times, the selection, design and installation of building mechanical plant and equipment must be overseen by a suitably qualified acoustic professional at the detailed design stage of the project. Within one (1) month of a written request from the council a report prepared by a suitably qualified acoustic professional must be provided to the Council demonstrating compliance with AUP (OP) E25.6.8.

Advice Notes:

- I. Noise sensitive space is defined as “Any indoor space within an activity sensitive to noise excluding any bathroom, water closet, laundry, pantry, walk in wardrobe, corridor, hallway, lobby, stairwell, clothes drying area, kitchens not part of a dwelling, garage or other space of a specialised nature occupied neither frequently nor for extended periods.”
- II. Measures to mitigate the effects of noise are likely to include the use of insulation materials, and ventilation systems that enable habitable rooms to be occupied without the need to open windows or external doors. Note that Standard E25.6.10 (3) of the Auckland Unitary Plan outlines the ventilation, mechanical cooling and/or air supply requirements for noise sensitive spaces, for purposes of thermal comfort. Should these requirements be unable to be complied with, a further resource consent may be required.

Regards,

Andrew Gordon | Senior Specialist
Contamination, Air & Noise Team | Specialist Unit
Ph 09 301 01 01 | Mobile 027 482 3527
Auckland Council, Level 6, 135 Albert Street, Auckland 1010
Visit our website: www.aucklandcouncil.govt.nz

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Tuesday, June 20, 2023 9:54 AM
To: Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>
Subject: RE: Noise: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Kia ora Andrew

I hope you are recovering well.

I have now received the s92 response for this application. While there were no specific s92 requests from yourself, they have provided an additional operational noise assessment to address concerns raised by the urban design specialist with regards to acoustic privacy at adjoining corner apartments. Could you please review the s92 letter and this additional assessment and provide your views on whether the identified measures will sufficiently address these concerns? Please see all additional information [here](#).

Please also update and provide your final memo once reviewed.

Thank you!

Ngā mihi mahana

Angelika Vaze | Intermediate Planner

Central Resource Consenting

Mobile: 021-199-4608

Auckland House, Level 6, 135 Albert Street, Auckland Central

Visit our website : www.aucklandcouncil.govt.nz

From: Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>

Sent: Thursday, April 13, 2023 9:15 AM

To: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>

Subject: RE: Noise: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Hi Angelika,

Please see the attached email in regard to my previous involvement with this proposal.

I have reviewed the following reports prepared by Earcon Acoustics:-

- ACOUSTICS OPERATIONAL NOISE AND VIBRATION ASSESSMENT dated 17 February 2023
- CNVA CONSTRUCTION NOISE AND VIBRATION ASSESSMENT dated 17 February 2023

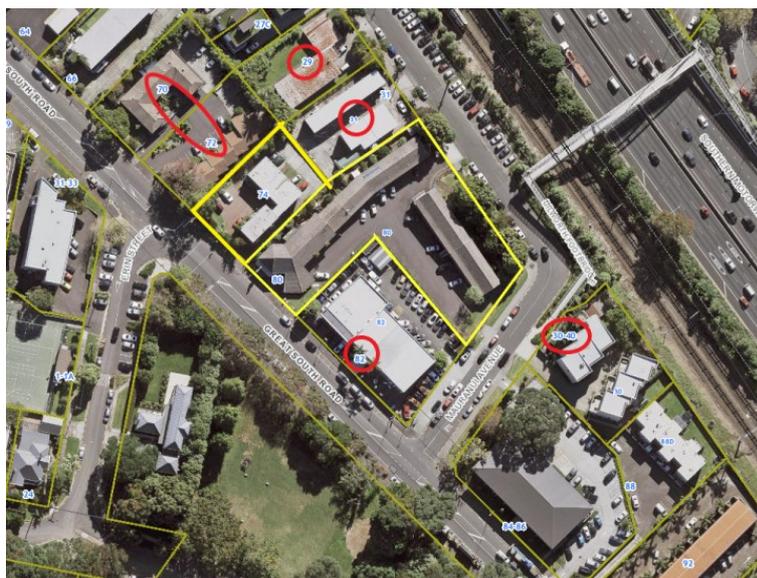
This is an application for construction of two nine storey buildings to accommodate a 191 unit 'build-to-rent' mixed use development with associated roof top and ground floor amenity areas, commercial floorspace, pedestrian accessways, bicycle and car parking and landscaping.

I have no s92 request.

Initial Comments - Construction

- Relevant E25 construction noise and vibration standards are referenced
- I agree earthworks, rock breaking, compaction works, piling for retaining, piling for load bearing foundations and concreting operations are expected to create the highest noise and vibration levels
- Providing works are carefully managed, noise from excavation works , rock breaking, piling for retaining and piling for load bearing foundations are however predicted to exceed the permitted LAeq noise level by **+3 dBA - +10 dBA** at buildings located on five adjacent properties (refer below)
- As expected the most affected property is 82 Great South Rd where the highest noise level of **80 dB LAeq** is predicted and the total duration of exceedances (i.e. >70 dB LAeq) is estimated to be up to **five weeks** (i.e. non-consecutive weeks over a longer time period)
- Recommended management and mitigation measures are outlined in the draft CNVMP. For example, predicted noise levels assume 2.0m – 4.5m high temporary acoustic barriers are installed
- I confirm a reason for resource consent includes exceeding the permitted noise levels set out in Table E25.6.27.1 (i.e. dwellings) and Table E25.6.27.2 (i.e. commercial) at five properties - the proposal is therefore a restricted discretionary activity in accordance with Table E25.4.1(A2)
- A draft CNVMP has been prepared to demonstrate the "best practicable option" (BPO) will be adopted to minimise effects as far as practicable. BPO includes selecting appropriately sized equipment

- The predicted noise and vibration levels look representative based on my experience with reviewing similar works on other sites
- Sites predicted to receive exceedances are circled below – sites are ‘activities sensitive to noise’ except for 82 Great South Rd (car showroom/dealership)



Initial Comments – Operation

Relevant E25 Standards are: -

- E25.6.8 (operational noise received on other sites zoned Business – Mixed Use)
- E25.6.9 (noise transmitted between adjoining units within the proposed building)
- E25.6.10 (noise sensitive spaces in residential units)

And;

As the application site is adjacent to the North Island Main Trunk Railway Line and State Highway 1, the nearest noise sensitive spaces may be subject to unreasonable noise and vibration from traffic and train pass-bys, in particular at night. Although the AUP does not include any specific standards for traffic or rail noise and vibration I note the following E25 objective and policy are relevant:-

E25.2 (3) Existing and authorised activities and infrastructure, which by their nature produce high levels of noise, are appropriately protected from reverse sensitivity effects where it is reasonable to do so.

E25.3 (7) Require activities to be appropriately located and/or designed to avoid where practicable or otherwise remedy or mitigate reverse sensitivity effects on: existing or authorised infrastructure;

In my view it is important the façade design of apartments consider the cumulative noise effects from existing road and rail infrastructure on noise sensitive spaces.

E25.6.8

The proposal is predominantly an activity sensitive to noise with complementary commercial and retail activities.

I agree the buildings mechanical plant and equipment would comprise a significant noise source. Consideration must be given at the detailed design stage to ensure appropriate acoustic mitigation measures are adopted.

Overall, I expect compliance will be achieved without any practical difficulty. Conditions of consent should be included to demonstrate compliance prior to occupation.

E25.6.9

Units sharing common building elements must be designed to ensure reasonable internal noise levels are achieved, specifically between residential and non-residential activities.

Overall, a new building which is designed to be fit for purpose will achieve compliance without any practical difficulty. Conditions of consent should be included to demonstrate compliance prior to occupation.

E25.6.10

To provide reasonable internal noise levels in bedrooms and other habitable rooms, the building façade must incorporate acoustic design measures to mitigate external noise based on the maximum permitted level of noise for the Mixed Use Zone (i.e. levels specified in E25.6.8). Suitably thick glazing is required to achieve compliance, in particular to achieve compliance with the 63 Hz low frequency noise standard at night. An example glazing specification is provided in 11.2. I agree non-glazed facades must meet a similar level of mitigation.

All noise sensitive spaces must be mechanically ventilated and/or air conditioned to enable compliance with internal noise standards. Permitted activities must comply with ventilation requirements specified in E25.6.10 (3). An acceptable internal noise level from operation of a ventilation system is 35 dB LAeq in bedrooms when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in this Standard.

Overall, I expect compliance will be achieved without any practical difficulty. Conditions of consent should be included to demonstrate compliance at the building consent application stage and/or prior to occupation of residential units.

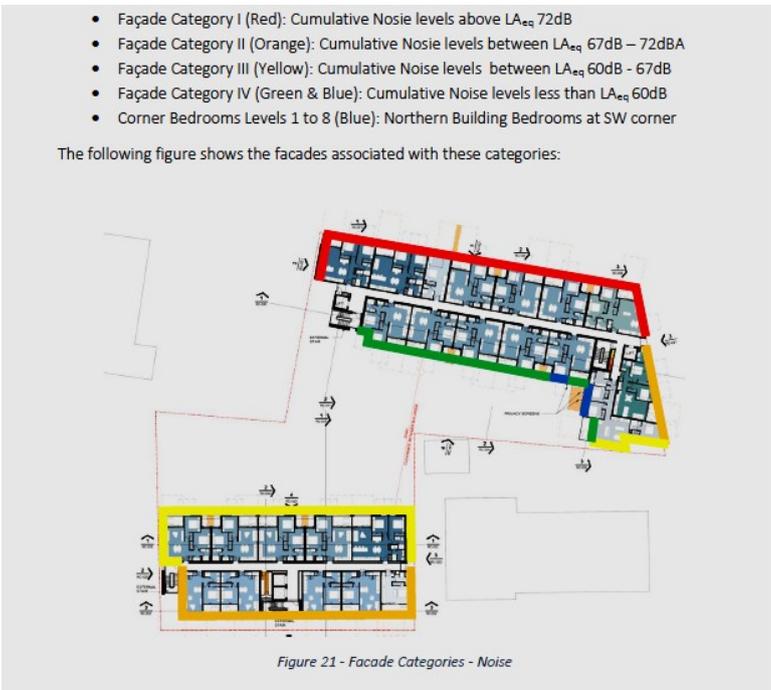
Reverse Sensitivity

Given the residential units will be designed to meet internal noise levels set out in Table E25.6.10.1 and will be based on the maximum permitted levels for the BMU zone (e.g. daytime of 65 dB LAeq), this will assist with minimising external noise created by road and rail.

In this regard, I note Earcon have predicted conservative, cumulative noise levels (i.e. rail, road and zone noise) at the facades of both proposed buildings. These levels are reproduced below:-

- Northern Building
 - Up to 73-75dBA daytime and 67-69dBA night-time at the northern facades of the northern building closest to the motorway and with line of sight to it.
 - Up to 70-73dBA daytime and 64-67dBA night-time at the Eastern and Western facades of the Northern building
 - Up to 57-61 dBA at the Southern façade facing the interior of the development.
- Southern Building
 - Up to 70-71dBA at the Southern facades of the buildings closest to Great South Road and with line of sight to it.
 - Up to 65-67 dBA at the remaining façades.

I agree facades, given their location and orientation, will be exposed to a range of noise levels and therefore this must be considered in the acoustic design process. Accordingly, design levels are divided into four categories as shown below in reproduced Figure 21. I support this approach.



The above levels are considered representative for design purposes.

Rail vibration has been assessed and includes on site monitoring which indicates that vibration created by passing trains is expected to not exceed 0.3 mm/s vw,95 set out in the KiwiRail Reverse Sensitivity Guidelines. I note KiwiRail have stated in an email dated 30 June 2022 that:-

'The Draft Acoustics Operational Noise and Vibration Report has been reviewed. KiwiRail support the criteria summary for Internal Noise Limits and Vibration Limits as outlined on page 17 of the report. To ensure these limits are secured KiwiRail would request a condition of consent specifying these limits for the development in addition to the requirement for mechanical ventilation in habitable spaces.'

Based on my experience vibration from passing road traffic is expected to be negligible.

Given the above, it appears specific vibration mitigation measures are not proposed as part of the building design (e.g. including resilient materials/systems as part of foundations to isolate vibration). I agree such measures are not required.

Overall, the operational assessment of noise and vibration effects adequately demonstrates that with adoption of the best practicable option - in regard to site layout and building design - that adverse noise and vibration effects will be avoided and/or mitigated to a reasonable level, as far as practicable.

The proposal is a permitted activity. Although permitted, specific conditions are recommended to ensure compliance is met and adverse effects on neighbours and internal residential occupants are avoided and/or adequately mitigated.

Regards,

Andrew Gordon | Senior Specialist
Contamination, Air & Noise Team | Specialist Unit
Ph 09 301 01 01 | Mobile 027 482 3527
Auckland Council, Level 6, 135 Albert Street, Auckland 1010
Visit our website: www.aucklandcouncil.govt.nz

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>

Sent: Friday, 31 March 2023 2:43 pm

To: GRPACPlannerSupportCentral <grpacplannersupportcentral@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; CANconsents <canconsents@aucklandcouncil.govt.nz>; SWWWITA <swwwita@aucklandcouncil.govt.nz>; ESandTSpecialistUnit <esandtspecialistunit@aucklandcouncil.govt.nz>; Urban Design <UrbanDesign@aucklandcouncil.govt.nz>; wasteplanconsent <wasteplanconsent@aucklandcouncil.govt.nz>

Subject: Noise: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Kia ora!

I would like to request the following specialist input for the above application. This application has gone through pre-application meetings (PRR00038065) and Auckland Urban Design Panel. I have included the names of specialists who were previously involved below where applicable:

- Development Engineering (Kuanjin Lee);
- Traffic Engineering (Honwin Shen);
- Contamination specialist;
- **Noise and vibration specialist** (Andrew Gordon);
- Stormwater specialist;
- Arborist;
- Urban Design specialist (Shay Launder);
- Landscape specialist (Ainsley Verstraeten; and
- Waste solutions specialist

Please see attached brief for further details. This has also been saved in SAP.

Please feel free to contact me if you have any questions.

Ngā mihi mahana

Angelika Vaze | Intermediate Planner

Central Resource Consenting

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Auckland House, Level 6, 135 Albert Street, Auckland Central

Visit our website : www.aucklandcouncil.govt.nz



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Angelika Vaze

From: Andrew Gordon
Sent: Saturday, 16 September 2023 1:14 pm
To: Angelika Vaze
Subject: RE: Noise: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Follow Up Flag: Follow up
Flag Status: Completed

Hi Angelika,

High vibration creating works (e.g. compaction, piling and rock breaking) have been assessed as complying, at all neighbouring sites, with the guideline limits set out in German Industrial Standard DIN 4150-3 (1999): Structural vibration – Part 3 Effects of vibration on structures (refer to E25.6.30 (1) (a)).

Further, compliance is also assessed with the lower amenity limit of **2mm/s PPV** except at 82 Great South Road, which is a commercial building occupied by the Nissan Car Dealership. Vibration may be up to **3mm/s PPV** if piles are required to be cased. Pile casings are typically inserted via a vibratory method hence increased vibration.

The human threshold for perceiving vibration is very low at **0.3mm/s PPV**. Therefore, vibration may be noticed by occupants in the nearest buildings, but at levels well below when any cosmetic damage may potentially occur.

However, it must be emphasised that compliance is based on recommended management and mitigation measures being implemented. These measures are described in the draft CNVMP. I note the draft CNVMP includes:

- a requirement for vibration monitoring at commencement of high vibration creating activities
- the contractor to carry out inspections of the neighbouring structures prior to any significant vibration generating works commencing
- neighbouring engagement and consultation prior to works commencing

The applicant is not proposing to offer building condition surveys given the assessment indicates the highest vibration levels will be lower than the lowest guideline limit for dwellings, which is **5mm/s PPV**.

In regard to submissions (numbered 1 – 24), I note the following specifically refer to construction vibration from proposed piling works:

- Submission 12 - Meijue Fu, 2/29 Mauranui Avenue
- Submission 13 & 13A - Michael Jason Greenwood, 16/29 Mauranui Avenue
- Submission 14 - Lixia Huang, 16/29 Mauranui Avenue

The CNVA describes 29 Mauranui Avenue as:- *'2-3 Storey residential apartment building at circa 5m from the boundary, with the top floor (level 3) offset circa 13m from the boundary'*

The CNVA provides indicative vibration levels from high vibrating creating works, for example, bored piling and rock breaking. Vibration levels are expected to be well below the residential building guideline limit of 5mm/s PPV.

The buildings at 29 Mauranui Avenue are new builds (less than 3 years old). Therefore, it is most unlikely the building (i.e. foundations) will be sensitive to vibration.

In my view, pre and post construction building surveys for 29 Mauranui Avenue are not necessary. However, as vibration may be noticeable and to alleviate submitters concerns, this does not prevent the applicant from offering surveys to the above three submitters.

Regards,

Andrew Gordon | Senior Specialist
Contamination, Air & Noise Team | Specialist Unit
Regulatory Engineering and Resource Consents Department

Contaminated soil review memo

To: Angelika Vaze, Intermediate Planner – Central Resource Consenting
From: Rachel Terlinden, Specialist – Contamination, Air & Noise
Site: 74 & 80 Great South Road, Remuera
Consent Ref: BUN60416582 (LUC60416583)
Date: 13 September 2023

As requested, the above application and relevant supporting information has been reviewed with reference to the requirements of the *National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011* ([NES:CS](#)) and Chapter E30 of the *Auckland Unitary Plan* (Operative in Part) ([AUP\(OP\)](#)).

The following documents relevant to the application have been reviewed:

- *Assessment of Environmental Effects: Construction of two nine storey buildings to accommodate a 191 unit 'build to rent' mixed use development with associated roof top and ground floor amenity areas, commercial floorspace, pedestrian accessways, bicycle and car parking and landscaping*, prepared by Campbell Brown Planning, dated 15 March 2023 ('the AEE');
- *Detailed Site Investigation: Combined Preliminary and Detailed Site Investigation 76-80 Great South Road, Newmarket, Auckland*, prepared by ENGEO Limited, dated 6 April 2023 ('the DSI');
- *Contaminated Site Management Plan: Site Management Plan 74-80 Great South Road, Newmarket, Auckland*, prepared by ENGEO Limited, dated 19 May 2023 ('the CSMP').

Proposed works

- A 4,170 m² property is proposed to be developed to create a mixed use development. This will include two nine-storey buildings and basement, with an internal landscaped courtyard.
- Existing buildings are proposed to be demolished and approximately 5,630 m³ of earthworks is required across approximately 4,173 m² of the site to facilitate the development.

Summary of Detailed Site Investigation

- A Detailed Site Investigation (DSI) has been submitted as part of this application to assess the soil contamination profile of the site. This DSI was prepared by ENGEO Limited with on-site soil sampling undertaken in April 2023. The DSI was stated to have been prepared by a Suitably Qualified and Experienced Practitioner (SQEP) in general accordance with the requirements of the *Contaminated Land Management Guidelines Nos. 1 and 5* (MfE, revised 2021).
- A review of historical property information and aerial photographs of the area identified that potentially soil contaminating activities listed by the *Hazardous Activities and Industries List* ([HAIL](#), MfE, 2011) have occurred at the site, including:
 - Buildings containing asbestos products in a deteriorated condition (HAIL item E1);
 - Potential for contamination associated with urban run-off (HAIL item I).
- Additionally, it was considered that the potential use of lead-based paints on the existing dwelling could have caused lead contamination in soils around the building. Where accidental deposition of

contaminants such as lead-based paint results in soil contamination, it is considered to fall under item I of the HAIL.

- Existing fill was identified on site. This was observed to be volcanic in nature indicating it was likely of local origin. No evidence of contamination was observed within the fill material. Accordingly, the fill was not considered to be a HAIL activity.
- Soil sampling was undertaken to investigate the potential for the HAIL activities to have caused soil contamination. As detailed in section 9 of the DSI, samples were taken from 9 locations across the site at depths of between the surface and 0.4 m below ground level. The samples were sent to an accredited laboratory and analysed for heavy metals (lead), polycyclic aromatic hydrocarbons (PAHs), and asbestos.
- Four samples did not find contamination at concentrations that exceeded natural background ranges for non-volcanic soils, as recommended by Table E30.6.1.4.2 of the AUP(OP).
- One sample, taken from 0 – 0.15 m below ground level, returned concentrations of lead greater than the natural background level, but less than relevant NES:CS Soil Contaminant Standards (SCS) for high-density residential land use. However, this sample exceeded the Permitted Activity soil acceptance criteria detailed in Table E30.6.1.4.1 of the AUP(OP).
- All four samples tested returned concentrations of PAHs exceeding the laboratory limit of detection but below the relevant NES:CS SCS and E30 environmental criteria.
- No samples identified concentrations of asbestos exceeding the laboratory limit of detection.
- It is noted that soils on site measured at a level greater than background concentrations (as contained in AUP(OP) Table E30.6.1.4.2). Therefore, soils at the site do not meet the definition of cleanfill (as defined by the AUP(OP)) and must be assessed to ensure they are correctly disposed of at an appropriately licensed facility.
- The DSI concludes that the soil contamination at the site does not pose a risk to human health or the environment as the concentrations identified are less than the relevant NES:CS SCS. The DSI recommends that a Controlled Activity consent under the NES:CS is appropriate for the soil disturbance.
- While concentrations of lead exceed the Permitted Activity criteria, the inferred area of contamination is not expected to exceed the Permitted Activity volume of 200 m³ outlined in Standard E30.6.1.2 of the AUP(OP). Therefore, the proposed soil disturbance within the area of 'elevated levels of contaminants' is considered a Permitted Activity.

Summary of Contaminated Site Management Plan

- The CSMP outlines site management procedures for the safe handling of contaminated soils during the proposed earthworks. Controls to minimise discharges to the environment by covering any stockpiles and using erosion and sediment controls are included, along with dust management techniques and health and safety measures such as personal protective equipment requirements for the protection of human health. Contingency measures for the discovery of unanticipated contamination are also provided.
- The CSMP proposes to remediate the area of lead contamination above the AUP(OP) PA soil acceptance criteria. An approximate area of 130 m² totalling 40 m³ of soil to a depth of 0.3 m is to be removed from the site and disposed of at a suitably licensed facility.

Peer review comments and assessment

- I consider that the DSI has been prepared by a SQEP in general accordance with the *Contaminated Land Management Guidelines Nos. 1 and 5* (MfE, revised 2021) and adequately details the likely soil contamination profile of the site.
- I consider that this soil contamination profile is suitable for the proposed residential development. Further, I consider that there is a low risk to the human health of site workers and neighbours as a result of disturbing soils which may contain contamination at levels greater than typical background concentrations if the management processes outlined by the CSMP are employed.
- Conditions of consent have been recommended for the proposal with respect to contaminated soils to protect the health and safety of workers, neighbours and the public. The conditions include a requirement for the works to be undertaken in a manner that adequately minimises the risks of human health effects. Any soils that are removed from the site must be assessed and disposed of at an appropriate facility.
- An advice note is recommended to advise the consent holder of the requirements to appropriately assess and handle potentially asbestos containing materials as part of the proposed demolition of the existing dwelling to avoid risks to human health.

With respect to Chapter E30 of the AUP(OP):

- I consider that the rules of AUP(OP) Chapter E30 do apply to the proposal. However, while the DSI shows that contaminant concentrations in one sample exceeded the Permitted Activity soil acceptance criteria in the AUP(OP) Table E30.6.1.4.1, the volume of soil to be disturbed is within the Permitted Activity criteria outlined in Standard E30.6.1.2. Therefore, no contaminant discharge consent is required under the AUP(OP) for the proposal at this stage.

With respect to the NES:CS:

- The proposed soil disturbance activity is a Controlled Activity under Regulation 9(1) of the NES:CS as:
 - The DSI identified soil contaminants at levels exceeding background but less than relevant Soil Contaminant Standards for the protection of human health;
 - The volume of soil disturbance to be undertaken (5,630 m³) exceeds the Permitted Activity threshold of Regulation 8(3) of the NES:CS for the piece of land where the HAIL activity occurred (4,173 m²).
 - The Controlled Activity standards of Regulation 9(1) are met as an adequate DSI has been submitted.
- Implementation of the recommended consent conditions provided below and adherence to the CSMP will suitably assist in mitigating potential adverse effects on human health during the proposed earthworks. The recommended conditions of consent are within the matters of control detailed within Regulations 9(2) and 9(4) of the NES:CS.

Submissions:

- Five submitters have commented on the potential discharge of contaminants from soil as part of the development (submissions 11, 12, 13, 13A and 14). These submissions specifically were concerned regarding the “*contaminated soil disruption on what that means for nearby residents within the current sampling discovered*”.
- The concentrations of contaminants on site are below the applicable NES:CS criteria, and only one sample exceeded the environmental criteria. To manage risks on site, the applicant has provided a contaminated site management plan to manage and mitigate risks associated with the disturbance of contaminated soils. As outlined in Section 7 of the CSMP, the effects associated with the proposed works

are expected to be less than minor. Accordingly, there is not anticipated to be any off-site effects provided the management measures within the SMP are employed.

Recommended conditions to apply to land-use consent LUC60416583 under the NES:CS:

The following conditions are recommended for consideration:

CS1. The Team Leader, Central Compliance Monitoring, Licensing & Regulatory Compliance, Auckland Council (the council), must be informed, in writing, at least two working days prior to the start date of the works authorised by this consent.

CS2. Earthworks must be undertaken in accordance with the Contaminated Site Management Plan (CSMP), dated May 2023 and prepared by ENGEEO Limited. Any variations to the CSMP must be submitted to the council for certification that it appropriately manages actual and potential soil contamination effects and is within the scope of this consent.

The Council acknowledges that the Contaminated Site Management Plan is intended to provide flexibility of the management of the works and contaminant discharges. Accordingly, the plan may need to be updated following the results of the additional soil sampling. Any updates should be limited to the scope of this consent and be consistent with the conditions of this consent. If you would like to confirm that any proposed updates are within scope, please contact the council. The council's certification of the CSMP relates only to those aspects of the plans that are relevant under the RMA. The certification does not amount to an approval or acceptance of the suitability by the council of any elements of the management plan that relate to other legislation, for example, the Building Act 2004 or the Health and Safety at Work Act 2015.

CS3. During earthworks all necessary action must be taken to prevent dust generation and sufficient water must be available to dampen exposed soil, and/or other dust suppressing measures must be available to minimise dust discharges as far as practicable. The consent holder must ensure that dust management during the excavation works generally complies with the *Good Practice Guide for Assessing and Managing Dust* (Ministry for the Environment, 2016).

CS4. In the event of the accidental discovery of contamination during earthworks which has not been previously identified, including asbestos material, the consent holder must immediately cease the works in the vicinity of the contamination, notify the council, and engage a Suitably Qualified and Experienced Professional (SQEP) to assess the situation (including possible sampling and testing) and decide on the best option for managing the material.

CS5. Any excavated material that is not re-used on site must be disposed of at an appropriate facility licensed to accept the levels of contamination identified.

CS6. The consent holder must ensure that the contamination level of any soil imported to the site complies with the definition of 'Cleanfill material', as set out in the AUP(OP).

CS7. All sampling and testing of contamination on the site must be overseen by a SQEP. All sampling must be undertaken in accordance with the *Contaminated Land Management Guidelines No.5: Site Investigation and Analysis of Soils* (Ministry for the Environment, revised 2021).

CS8. Within three months of the completion of earthworks on the site, a Site Completion Report (SCR) must be submitted to the council for certification. The SCR must be prepared by a SQEP in accordance with the *Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand* (Ministry for the Environment, revised 2021) and contain sufficient detail to address the following matters:

- a. A summary of the works undertaken, including the location and dimensions of the excavations carried out and the volume of soil excavated;
- b. Conditions of the final site contamination profile, including details and results of any validation testing undertaken (with a map of sampling locations and tabulated sampling results) and interpretation of the results in the context of the NES:CS and the AUP(OP);
- c. Records/evidence of the appropriate disposal for any material removed from the site;
- d. Records of any unexpected contamination encountered during the works and response actions, if applicable;
- e. Any on-going monitoring and/or management measures required to minimise risks to human health or the environment as a result of the final site contamination profile.
- f. Reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the remedial works; and
- g. A statement certifying that all works have been carried out in accordance with the requirements of the consent, otherwise providing details of relevant breaches, if applicable.

Advice Note: Site Completion Report

The SCR shall enable the council to update the property file information relating to soil contamination, including the files of any newly created lots. If newly created lots are to contain differing levels of soil contamination, the SCR should specifically detail this. Until an SCR is submitted and certified by the council, the Land Information Memorandum for the property shall not be updated to reflect any soil contamination remediation work undertaken.

Advice Note: Asbestos Containing Materials

If you are demolishing any building that may have asbestos containing materials (ACM) in it:

- *You have obligations under the relevant regulations for the management and removal of asbestos, including the need to engage a Competent Asbestos Surveyor to confirm the presence or absence of any ACM.*
- *Work may have to be carried out under the control of person holding a WorkSafe NZ Certificate of Competence (CoC) for restricted works.*
- *If any ACM is found, removal or demolition will have to meet the Health and Safety at Work (Asbestos) Regulations 2016.*
- *Information on asbestos containing materials and your obligations can be found at www.worksafe.govt.nz.*

If ACM is found on site following the demolition or removal of the existing buildings you may be required to remediate the site and carry out validation sampling. Dependent on the amount of soil disturbance a further consent application may be required.

Angelika Vaze

From: Regine Leung
Sent: Friday, 28 April 2023 9:03 am
To: Angelika Vaze
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested - Specialist Input Memo 1

Hi Angelika,

Thank you for your reminder. Apologise that I have overseen this one.

The arboricultural memo has been revised accordingly.

Please let me know if you have any further questions.

Ngā mihi | Kind regards,

**Regine Hoi Gok Leung | Arborist – Earth, Streams and Trees
Specialist Unit | Resource Consents Department**
Mob 027 273 4582 | Email: regine.leung@aucklandcouncil.govt.nz
Auckland Council, Level 6, 135 Albert Street, Private Bag 92 300, Auckland 1142
Visit our website: www.aucklandcouncil.govt.nz

The Earth, Streams and Trees Team is currently experiencing an exceptionally high workload as well as managing the current Omicron outbreak which is impacting our people and our delivery timeframes. We are endeavouring to respond to all e-mails and other communications promptly but please be aware that on occasions we may not be able to answer as quickly as we would under normal circumstances. Your continued patience is very much appreciated.

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Friday, 28 April 2023 8:31 am
To: Regine Leung <regine.leung@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested - Specialist Input Memo 1

Kia ora Regine,

I hope you are well.

Thank you for the memo provided below – there is just one error where you have referred to the tree removal works to be undertaken along Great South Road but the works are proposed along Mauranui Avenue. Could you please revise the references to reflect the correct street name were required?

Thanks.

Ngā mihi mahana

Angelika Vaze | Intermediate Planner
Central Resource Consenting
Mobile: 021-199-4608
Auckland House, Level 6, 135 Albert Street, Auckland Central
Visit our website : www.aucklandcouncil.govt.nz

From: Regine Leung <regine.leung@aucklandcouncil.govt.nz>

Sent: Tuesday, 4 April 2023 12:29 pm

To: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>

Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested - Specialist Input Memo 1

Hi Angelika,

I hope you are keeping well.

I have relied upon the information submitted as well as viewing via street view and GIS for my assessment. Regarding the proposed tree works at 74 – 78 Great South Road, Epsom, please take this email as my support the proposal provided that the conditions are adhered to.

Background

With reference to the arboriculture report prepared by Peers Brown Miller Ltd dated in March 2023, the applicant is proposing to demolish the existing building and develop the sites into two residential apartment buildings and two new vehicle crossings at Mauranui Avenue. The existing vehicle crossing will be uplifted and reinstated as grass berm.

Two protected street trees (Puriri tree) located on the road reserve outside of the site at Mauranui Avenue will be impacted by the formation of proposed vehicle crossings and thus tree removal is proposed. The street trees are fair in tree form and health status.

It is proposed to mitigate the loss of two street trees by replanting of eight new trees (four Kohekohe and four Puriri) of minimum 160L grade within the road reserve. The new trees to be maintained for three years to establish.

There are other street trees to be retained on the road berm outside the site, which will be fenced off and protected during period of construction.

I would consider the loss of two protected Puriri street trees would be acceptable, taking account of the proposed replanting of eight new street trees in large grade which will adequately mitigate the street trees to be removed and the streetscape will be sustained over time.

As the applicant has been made aware of the need to apply for the Tree Owner Approval (TOA) from the Urban Forest Specialist of Community Facilities, so I assume the application of TOA has already underway.

Relevant Statutory Framework

Overall, the proposal is consistent with the relevant statutory documents, insofar as they relate to the matters over which discretion is restricted, and, regarding the objectives and policies of Chapter E17 of the Auckland Unitary Plan (Operative in Part).

The following reason for consent applies:

Under rule E17.4.1 (A10) 'Tree removal of any tree greater than 4m in height or greater than 400mm in girth' – to be assessed as a **Restricted Discretionary Activity**.

Conditions of Consent

I can support the proposal as there is sufficient assurance that the effects on the loss of two street trees on the road reserve would be acceptable provided that the following conditions are adhered to.

1. Prior to all works commencing on the site, the consent holder must engage the services of a Council approved and qualified Works Arborist to direct, supervise and monitor the tree removal for the duration of the project according to currently accepted arboricultural practice.

2. pre-commencement meeting must be held on site with the project manager/principle, site foreman and the works arborist. This meeting must include discussion and confirmation of the following:
 - The proposed works.
 - Construction methodologies.
 - Tree removal for two street Puriri trees.
 - Tree protection measures to protect the retained street trees located on road berm outside the site at Mauranui Avenue during the period of construction.
 - Site access and storage areas.
 - Requirements for arboricultural supervision.
1. The consent holder must ensure that all contractors, sub-contractors, and workers engaged in all activities covered by this consent are advised of the tree protection measures in the conditions of consent and operate in accordance with them.
2. All tree work proposed must be undertaken in accordance with, but not limited to the proposed tree works and tree protection methodology within the arboricultural assessment by Peers Brown Miller Limited dated in March 2023. A copy of the report must be kept on site at all times.
3. A memorandum to be prepared within 10 working days after completion of tree works on site, to be sent to the Council's Urban Forest Specialist and Council's Resource Consents Monitoring Team. This memorandum must include minutes of the pre-commencement meeting, a description and photographic record of tree removal having been undertaken.
4. The consent holder must liaise with Community Facilities Urban Forest Specialist regarding the species, size and location of eight new trees to be replanted on the road reserve, or other alternative locations they consider appropriate.
5. Within the current or next planting season (i.e. autumn to spring) immediately following removal of the subject Puriri street trees from the site, the consent holder must plant eight appropriate replacement trees minimum in 160L grade at the time of planting.
6. The eight replacement trees must be located in such a position so that their long-term growth and development is taken into consideration and maintained thereafter in correct arboricultural fashion, including irrigation, mulching and formative pruning as necessary.
7. The replacement trees' growth and development must be monitored for three years following planting. If any of the replacement trees die or decline beyond recovery during this period, it must be replaced by the consent holder with a new specimen of a similar size and species to that which was originally planted.

Please let me know if you have any questions.

Ngā mihi | Kind regards,

**Regine Hoi Gok Leung | Arborist – Earth, Streams and Trees
Specialist Unit | Resource Consents Department**

Mob 027 273 4582 | Email: regine.leung@aucklandcouncil.govt.nz

Auckland Council, Level 6, 135 Albert Street, Private Bag 92 300, Auckland 1142

Visit our website: www.aucklandcouncil.govt.nz

The Earth, Streams and Trees Team is currently experiencing an exceptionally high workload as well as managing the current Omicron outbreak which is impacting our people and our delivery timeframes. We are endeavouring to respond to all e-mails and other communications promptly but please be aware that on occasions we may not

be able to answer as quickly as we would under normal circumstances. Your continued patience is very much appreciated.

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Friday, 31 March 2023 3:12 pm
To: Regine Leung <regine.leung@aucklandcouncil.govt.nz>; ESandTSpecialistUnit <esandtspecialistunit@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Thanks David and Regine.

Have a good weekend!

Ngā mihi mahana

Angelika Vaze | Intermediate Planner
Central Resource Consenting
Mobile: 021-199-4608
Auckland House, Level 6, 135 Albert Street, Auckland Central
Visit our website : www.aucklandcouncil.govt.nz

From: Regine Leung <regine.leung@aucklandcouncil.govt.nz>
Sent: Friday, 31 March 2023 2:56 pm
To: ESandTSpecialistUnit <esandtspecialistunit@aucklandcouncil.govt.nz>; Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>; GRPACPlannerSupportCentral <grpacplannersupportcentral@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Hi David and Angelika,

Noted with thanks. I can take this brief.

Ngā mihi | Kind regards,

**Regine Hoi Gok Leung | Arborist – Earth, Streams and Trees
Specialist Unit | Resource Consents Department**
Mob 027 273 4582 | Email: regine.leung@aucklandcouncil.govt.nz
Auckland Council, Level 6, 135 Albert Street, Private Bag 92 300, Auckland 1142
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From: David Hampson <David.Hampson@aucklandcouncil.govt.nz> **On Behalf Of** ESandTSpecialistUnit
Sent: Friday, 31 March 2023 2:51 pm
To: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>; GRPACPlannerSupportCentral <grpacplannersupportcentral@aucklandcouncil.govt.nz>; Regine Leung <regine.leung@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Hi Angelika.

Thanks for the email and brief.

Regine – Do you have capacity to assist with an Arb assessment, including a peer review of an Arboricultural assessment provided in support of above works. If so, please add this to the job list in Teams.

Ngā mihi | Kind regards

**David Hampson | Team Leader – Earth, Streams and Trees
Specialist Unit | Resource Consents Department**
Mob 021 241 7801 | Email: david.hampson@aucklandcouncil.govt.nz
Auckland Council, Level 6, 135 Albert Street, Private Bag 92 300, Auckland 1142
Outside council? Visit www.aucklandcouncil.govt.nz
Pronouns: he / him

If you have an action required of me by email, do not cc me in to the message, or I might miss it.

In the Office = ✓ WFH = Work from home

Mon	Tue	Wed	Thu	Fri
✓	WFH	WFH	✓	WFH

From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Friday, 31 March 2023 2:43 pm
To: GRPACPlannerSupportCentral <grpacplannersupportcentral@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; CANconsents <canconsents@aucklandcouncil.govt.nz>; SWWWITA <swwwita@aucklandcouncil.govt.nz>; ESandTSpecialistUnit <esandtspecialistunit@aucklandcouncil.govt.nz>; Urban Design <UrbanDesign@aucklandcouncil.govt.nz>; wasteplanconsent <wasteplanconsent@aucklandcouncil.govt.nz>
Subject: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested

Kia ora!

I would like to request the following specialist input for the above application. This application has gone through pre-application meetings (PRR00038065) and Auckland Urban Design Panel. I have included the names of specialists who were previously involved below where applicable:

- Development Engineering (Kuanjin Lee);
- Traffic Engineering (Honwin Shen);
- Contamination specialist;
- Noise and vibration specialist (Andrew Gordon);
- Stormwater specialist;
- Arborist;
- Urban Design specialist (Shay Launder);
- Landscape specialist (Ainsley Verstraeten); and
- Waste solutions specialist

Please see attached brief for further details. This has also been saved in SAP.

Please feel free to contact me if you have any questions.

Ngā mihi mahana

Angelika Vaze | Intermediate Planner
Central Resource Consenting
Mobile: 021-199-4608
Auckland House, Level 6, 135 Albert Street, Auckland Central
Visit our website : www.aucklandcouncil.govt.nz



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Angelika Vaze

From: Regine Leung
Sent: Monday, 11 September 2023 2:50 pm
To: Angelika Vaze
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested - Specialist Input Memo 1

Hi Angelika,

Further to the review of the project details, the proposed tree works and the submissions for the notification, I will keep my position to support the proposed tree removal of two protected Puriri street trees at Mauranui Avenue.

Just wonder has you heard any comments or approval from the Community Facilities on the TOA for the proposed street trees removal?

Please let me know if you have any questions.

Ngā mihi | Kind regards,

Regine Hoi Gok Leung | Arborist
Earth, Streams and Trees | Specialist Unit
Regulatory Engineering and Resource Consents Department
Mob 027 273 4582 | Email: regine.leung@aucklandcouncil.govt.nz
Auckland Council, Level 6, 135 Albert Street
Private Bag 92 300, Auckland 1142
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From: Angelika Vaze <angelika.vaze@aucklandcouncil.govt.nz>
Sent: Friday, September 8, 2023 5:36 PM
To: Regine Leung <regine.leung@aucklandcouncil.govt.nz>
Subject: RE: BUN60416582 - 74 Great South Road, Remuera - Specialist input requested - Specialist Input Memo 1

Kia ora Regine,

I hope you are well.

I am just in the process of preparing my hearing report for this one. A few submitters have raised the following concern with regards to street tree removal :

“Removal of 2 protected Puriri Trees which are beneficial to the habitat of New Zealand's native birds and the Puriri Moth.”

The complete list of submissions can be found [here](#).

Could you please advise if this changes your position on the application or any of your findings.

Thank you!

ATTACHMENT 4

Notification report

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



Restricted discretionary activity

1. Application description

Application number(s): BUN60416582 (Council Reference)
LUC60416583 (s9 land use consent)
DIS60416584 (s15 stormwater permit)

Applicant: Dilworth Trust Board

Site address: 74 and 80 Great South Road Remuera Auckland 1051

Legal description: Lot 3 DP 569384 (74 Great South Road)
Lot 1 DP 119624 (80 Great South Road)

Site area: 991m² (74 Great South Road)
3179m² (80 Great South Road)

Auckland Unitary Plan (Operative in part)

Zoning: Business – Mixed Use Zone

Controls, overlays, etc.: Macroinvertebrate Community Index – Urban
1% Annual Exceedance Probability (AEP) flood plain
Overland flow path

Designations: Designations – 1618, Road Widening, Designations, Auckland Transport
Airspace Restriction Designations – ID 1102, Protection of aeronautical functions – obstacle limitation surfaces, Auckland International Airport Ltd.

Proposed plan change(s):

Zoning: Business – Mixed Use Zone

Management layers: Walkable Catchment

Qualifying Matters: Designation
Flood plains (i)
Airspace Restriction Designations – ID 1102, Protection of aeronautical functions – obstacle limitation surfaces, Auckland International Airport Ltd.

2. Locality Plan



Figure 1: Aerial view of subject site (yellow outline) and surroundings. Source: Auckland Council GIS.

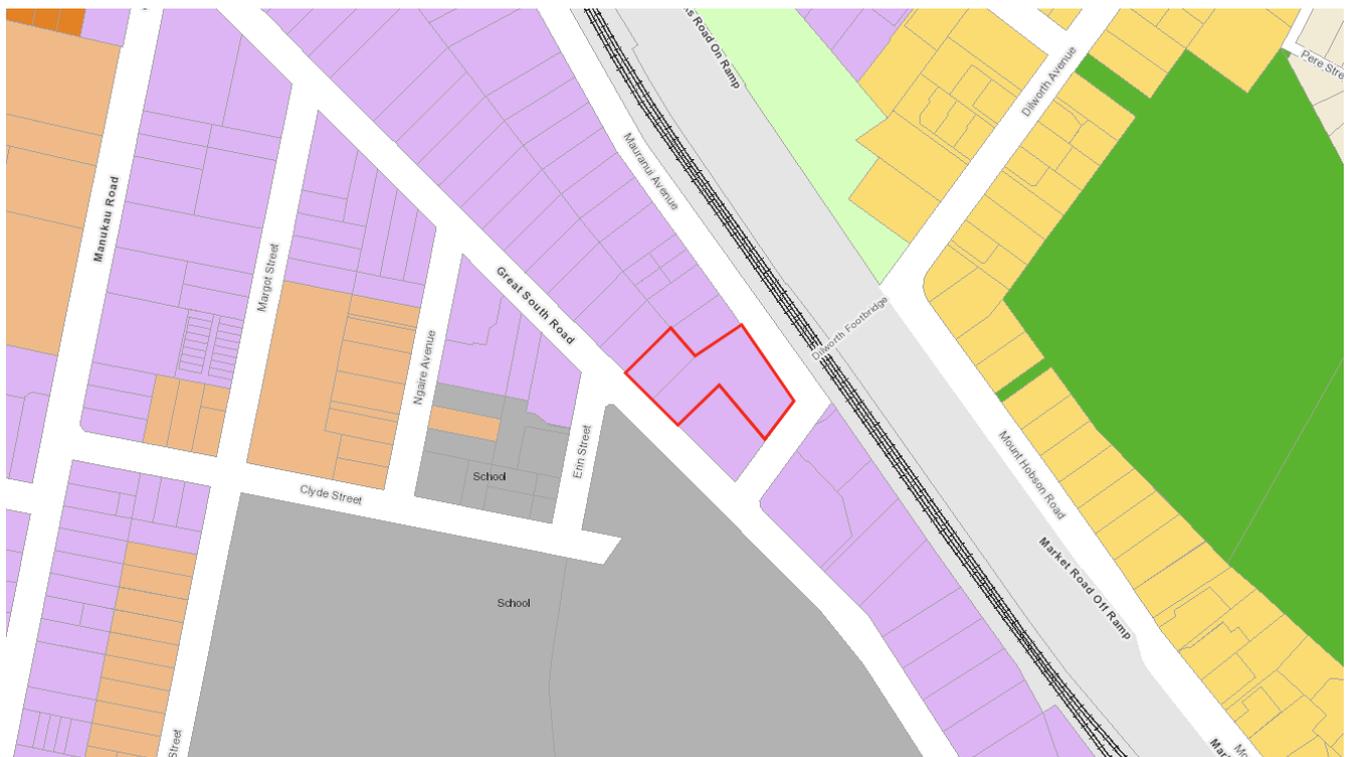


Figure 2: Auckland Unitary Plan (Operative in part) zoning map indicating applicable zoning for subject sites (red outline) and surrounding sites. Source: Auckland Council GIS.



Figure 3: Zoning map for the subject site and surroundings reflecting zone modifications proposed under Plan Change 78. Source: Auckland Council Plan Change 78 map viewer.

3. The proposal, site and locality description

Jono Payne of Campbell Brown Planning Ltd. has provided a description of the proposal, subject site and surrounding environment on pages 6 – 35 of the Assessment of Environmental Effects (AEE) titled: *‘Dilworth Trust Board – Construction of two nine-storey buildings to accommodate a 191 unit ‘build-to-rent’ mixed used development with associated roof top and ground floor amenity areas, commercial floorspace, pedestrian accessways, bicycle and car parking and landscaping’*, project reference: 2323GSR21, dated 15 March 2023.

Subject site

In brief, the subject site comprises two adjoining sites located towards the southern end of the urban block bounded by Great South Road to the south-west and Mauranui Avenue to the north-east and south-east. The resulting irregular shaped site has three site frontages with existing vehicle access provided via the western and northern frontages. The site reflects a gradual slope down from the south towards the north-east corner and, as per Auckland Council GeoMaps, is partially located within a flood plain that flows over the eastern section of the site.

74 Great South Road has recently been cleared and is currently vacant, while 80 Great South Road is currently occupied by two double storey blocks and on-site car parking and was previously operated as a Motel but is currently being utilised for emergency housing purposes. Most of the subject sites are covered by impervious surfaces with no significant vegetation observed on site.

Proposal

The proposal involves re-development of the site to accommodate a new 'build-to-rent' mixed-use development requiring land use consent pursuant to s9 of the RMA and a discharge permit pursuant to s15.

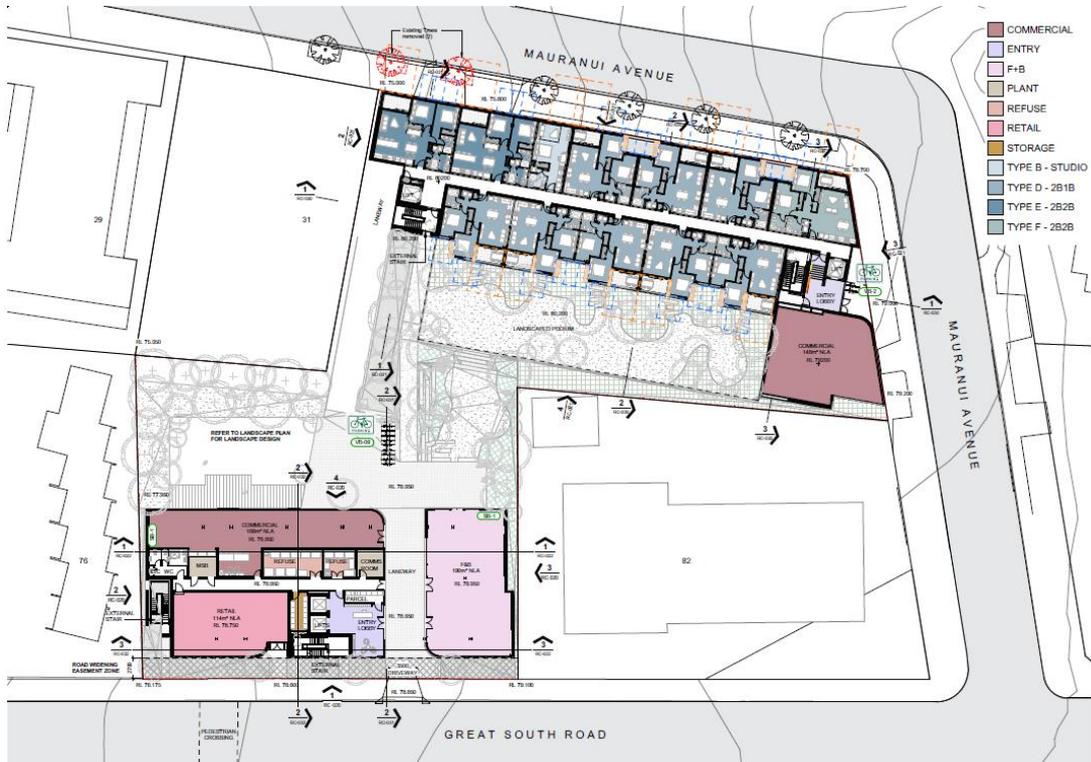


Figure 4: Ground floor site plan. Source: Application drawings prepared by Jasmx.



Figure 5: Birds eye view of proposal demonstrating internal amenity. Source: Application drawings prepared by Jasmx.



Figure 6: Floor plans for Levels 1 – 7 of both buildings. Source: Application drawings prepared by Jasmx.



Figure 6: View of the proposal looking south along Great South Road. Source: Application drawings prepared by Jasmx.



Figure 7: View of the proposal looking south along southern motorway. Source: Application drawings prepared by Jasmx.

The key aspects of the proposal include:

- Demolition of existing buildings and accessory structures on site and general site clearance.
- Removal of existing vehicle crossings and reinstatement as kerb/berm/footpath as required.
- Removal of two street trees (Pūriri) along northern Mauranui Avenue frontage to allow for construction of new access, with proposed replacement planting of 9 new street trees along the north and east Mauranui Avenue frontages.
- Construction of three new vehicle crossings including –
 - Two vehicle access points along the site’s north-east Mauranui frontage, the northern most one providing an entry only access for service vehicles leading to the shared laneway and the southern one provided two-way access to the basement parking below the proposed Mauranui Avenue
 - One providing access for pedestrian and active travellers (bicycles, scooters) and exit only provisions for service vehicles that enter the site via the northern Mauranui vehicle access.
 - Pedestrian access to the site is provided via all three site frontages.
- Construction of two new nine storey buildings, one fronting Great South Road (the GSR building) and one fronting Mauranui Avenue (the Mauranui building) arranged around an extensively landscaped internal courtyard. Overall, the proposal includes:
 - 191 apartments including a mix of 8 typologies ranging from studio to three-bedroom units.

Type	Count	Proportion
1B1B	30	16%
2B1B	97	51%
2B2B	40	21%
3B2B	8	4%
STUDIO	16	8%
Grand Total	191	100%

Figure 8: Combined residential yield table. Source: Page 22 of Application AEE.

- Shared roof top and ground floor amenity areas for residents.
- Ground floor commercial and/or retail floor space equating to a total of 620m² GFA distributed between the two buildings.
- Basement car parking in a stacked arrangement for residents.
- Bicycle parking for both residents as well as visitors.

The above uses are accommodated as follows:

The GSR Building:

- At ground floor – 1 food and beverage unit, 1 retail unit and 1 flexible commercial unit along with utility areas and entrance lobby;
- 74 residential units across 8 floors;
- All parking provisions provided for in the Mauranui Building; and
- Shared roof top areas for residents including an enclosed area opening out onto a roof top garden.

The Mauranui Building:

- Basement including parking for residents with space for 83 cars and 193 bicycles along with utility areas;
 - Ground floor commercial unit;
 - 117 residential units across 9 floors; and
 - Shared roof top areas for residents including an enclosed area and roof top garden (only accessible for maintenance).
- Shared ground floor internal courtyard with extensive landscaping including areas of dense native planting areas, community gardens, outdoor play and social areas.
 - Infrastructure and servicing arrangements including:
 - Stormwater discharge via two new soak holes with associated detention tanks.
 - Wastewater and water supply (potable and non-potable) via connections to existing public infrastructure.
 - Waste collection proposed via private service.

- Earthworks including rock breaking, compaction, piling and concreting for the creation of levelled building platforms, access and infrastructure requirements equating to total area of 4173m² and total volume of 6500m³.
- Comprehensive development signage including wall-mounted building signs, signage associated with commercial/retail activity and way finding signage.

Surrounding locality

In addition to the description provided in the AEE, a further description and analysis of the immediate and wider context is provided on:

- Pages 11 – 19 of the 'Design Statement' titled '76 & 80 Great South Rd – Project Stellar Rev. B' prepared By Jasmax, dated February 2023; and
- Pages 1 – 4 of the 'Urban Design and Landscape Assessment' titled 'Proposed Comprehensive Residential Development at 74 and 80 Great South Road, Epsom' prepared by R.A.Skidmore Urban Design Ltd. and dated March 2023.

Having undertaken a site visit on 28 April 2023, I concur with the descriptions of the subject site and proposal provided in the aforementioned reports and as summarised above. I also concur with and adopt the description of the surrounding context as provided in these reports and have no additional comments.

4. Background

Specialist Input

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

- Rajesh Jeyaram – Senior Development Engineer (Auckland Council)
- Honwin Shen – Senior Traffic Engineer (Auckland Council)
- Divya Kataria – Connections Engineer (Watercare Services Ltd.)
- Maree Gleeson – Healthy Waters Specialist (Healthy Waters)
- Neil Stone – Senior Development Planner (Auckland Transport)
- Christine Oakey – Senior Environmental Management Consultant (External – 4Sight Consultants Ltd.)
- Jan Burbery – Waste Solutions Specialist (Auckland Council)
- Shay Launder – Principal Urban Design Specialist (Auckland Council)
- Ainsley Verstraeten – Principal Landscape Architect (Auckland Council)
- Andrew Gordon – Senior Noise and Vibration Specialist (Auckland Council)
- Rachel Terlinden – Contamination Specialist (Auckland Council)
- Regine Leung – Arborist (Auckland Council)

Relevant application background

This proposal has been reviewed by relevant Council officers at multiple stages prior to formal lodgement of the current application on 16 March 2023. A brief timeline of these reviews is provided below:

- July – November 2021 – Proposal came in through the Council’s pre-application service seeking preliminary advice with regards to planning, urban design and development engineering matters. Written advice was provided in response to this with no formal meeting held.
- November 2021 - July 2022 – The applicant subsequently requested that an ‘Urban Design Panel’ (UDP) be organised so as to present the proposal to and get further guidance from an independent panel of experts. Three separate UDP’s were held including a panel with three independent planning and design professionals, the applicant’s team and relevant Council officers, culminating in the independent panellists providing general support of the proposal.
- July 2022 – October 2022 – The application was lodged under the COVID-19 Recovery (Fast-Track Consenting) Act 2020 at which stage further comment was sought from relevant Council specialists and asset owners. Based on comments received, a recommendation was made to the Minister of the Environment that the standard RMA consenting process would be the preferred route for the assessment of the application. Reasoning in support of this conclusion included requirement for robust assessment of height infringements as well as servicing and infrastructure capacity concerns.
- October 2022 – February 2023 - Noting Council’s recommendation, the application was not accepted for processing under the COVID-19 Recovery (Fast-Track Consenting) Act 2020. Subsequent Council planner lead pre-application meetings were undertaken to identify any further information/outstanding matters that would need to be addressed prior to lodgement of application.

Contamination

A combined ‘Preliminary Site Investigation’ and ‘Detailed Site Investigation’ were undertaken by Engeo Ltd. on behalf of the application. While no record of specific activities identified on the ‘Hazardous Activities and Industries List’ (HAIL) were identified on site, the potential of lead-based paints and/or asbestos having been used on existing buildings along with potential urban runoff associated contamination have been identified.

Noting this and the extent of soil disturbance proposed, the application has been assessed against ‘Chapter E30 Contaminated Land’ of the AUP(OP) as well as the ‘National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health’ (NES:CS). Findings from this assessment demonstrate that the proposal is a permitted activity under rule E30.4.1(A2) of the AUP(OP) and a controlled activity under Regulation 9 of the NES:CS. Reasons for consent and subsequent assessment have been undertaken accordingly.

5. Reasons for the application

Resource consents are required for the following reasons:

Land use consent (s9) – LUC60416583

Auckland Unitary Plan (Operative in part)

District land use (operative plan provisions)

H13 Business – Mixed Use Zone

- The proposal involves development of two new buildings and is a restricted discretionary activity under rule H13.4.1(A45).
- The proposal infringes the following standards and is a restricted discretionary activity under rule C1.9(2):

H13.6.1 Building height

- The proposed building along Mauranui Avenue will have a maximum height of 35.8m which exceeds the maximum permitted height of 18m by 17.8m.
- The proposed building along Great South Road will have a maximum height of 37.1m which exceeds the maximum permitted height of 18m by 19.1m.

H13.6.3 Building setback at upper floors

- The proposed buildings both exceed 27m in height but are not set back from the site's Great South Road and Mauranui frontages by 6m above this height as required by Standard H13.6.3(1) and Table H13.6.3.1(B2).

H13.6.4 Maximum tower dimension and tower separation

- The Mauranui Avenue building has a plan dimension of 76.07m above 27m and therefore exceeds the permitted 55m and does not maintain the minimum 6m separation distance from the northern (side) boundary.
- The Great South Road building exceeds 27m in height and does not maintain the minimum 6m separation distance from the north-west (side) boundary.

H13.6.8 Wind

- Wind conditions at isolated areas of the internal courtyard (ground floor) and rooftop amenity areas may intermittently reach 'Category C' at some instances which exceeds the permitted threshold for these areas, i.e. 'Category B', as identified in Table H13.6.8.1.

H13.6.9 Outlook space

- The required outlook space from the dwellings in the **Mauranui Avenue Building** are non-complying in the following instances:
 - On Levels 00 – 07, the principal living area outlook space from 15 street facing dwellings overlap by a depth of 1m approximately over a length of 6m at each instance.
 - On Levels 01 – 07, the outlook space from principal living areas of 7 dwellings overlaps the outlook space from principal bedrooms of 7 adjoining dwellings at the internal corner of the building by a depth of 3m over a length of 3m.
 - On Levels 01 – 08, the outlook space from principal living areas of 8 internal facing corner dwellings are partially obstructed by the building by a depth of 0.5m approximately over a length of 2m.
 - On Levels 01 – 07, the outlook space from principal living areas of 7 south-east facing dwellings are partially obstructed by the building by a depth of 0.5m approximately over a maximum length of 1.8m.
 - On Levels 00 – 08, the outlook space from the principal bedrooms of a total of 70 adjoining street facing dwellings and adjoining courtyard facing dwellings overlap by a maximum depth of 1.7m (approximately) over a length of 3m.
 - On Levels 00 – 08, the outlook space from the principal bedrooms of 79 dwellings are obstructed by the building by a depth of approximately 0.5m over a length of approximately 2.3m.

Note: All outlook space infringements identified above are demonstrated on Drawings No. RC-011, Rev. A; RC-012, Rev. A and RC-013, Rev. A all dated 03/03/2023 and prepared by Jasmax Ltd.

- The required outlook space from the dwellings in the **Great South Road Building** are non-complying in the following instances:
 - On Levels 01 – 08, the outlook space from principal living areas of 29 dwellings are partially obstructed by the building by a depth of approximately 0.5m over a length of approximately 2.3m.
 - On Levels 01 – 08, the outlook space from principal bedrooms of 30 dwellings are partially obstructed by the building by a depth of approximately 0.8m over a length of approximately 2m.

- On Levels 01 – 07, the outlook space from principal bedrooms of 28 dwellings overlap by depths ranging from 1.5m approximately over a length of 3m.

Note: All outlook space infringements identified above are demonstrated on Drawings No. RC-011, Rev. A; RC-012, Rev. A and RC-013, Rev. A all dated 03/03/2023 and prepared by Jasmx Ltd.

E12 Land disturbance – District

- The total area of earthworks proposed is 6897m² which is greater than 2500m² and is therefore a **restricted discretionary activity** under rule E12.4.1(A6).
- The total volume of earthworks proposed is 6500m³ which is greater than 2500m³ and is therefore a **restricted discretionary activity** under rule E12.4.1(A10).

E17 Trees in roads

- The proposal involves the removal of two street trees (Pūriri) along the north-west Mauranui Avenue frontage which are greater than 4m in height and greater than 400mm in girth. Therefore, it is a **restricted discretionary activity** under rule E17.4.1(A10).

E23 Signs

- The proposal includes comprehensive development signage and is a **restricted discretionary activity** under rule E23.4.2(A53). The proposed signage includes wall-mounted building signs, signage associated with commercial/retail activity and way finding signage.

E25 Noise and vibration

- The proposal involves rock breaking, compaction works, piling for retaining and load bearing foundations and concreting operations that exceed the following permitted activity standards for construction noise and vibration and is therefore a **restricted discretionary activity** under rule E25.4.1(A2).
 - Standard E25.6.27 (1) and construction noise levels set out in Table E25.6.27.1 (affecting residential activity) and Table E25.6.27.2 (affecting commercial activity) by levels and durations as indicated in the table below.

During retention augering -

Address	Extent of infringement
82 Great South Road	Up to 80dB LA _{eq} and 95dB LA _{max}

	for up to 2 weeks approximately
31 Mauranui Avenue	Up to 75dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days
30 – 40 Mauranui Avenue	Up to 75dB LA _{eq} and 90dB LA _{max} – for up to 1 week
70 Great South Road	Up to 73dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days
29 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days

During excavation -

Address	Extent of infringement
82 Great South Road	Up to 75dB LA _{eq} and 90dB LA _{max} – for up to 1 week
29 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for up to 1 week

During rock breaking -

Address	Extent of infringement
82 Great South Road	Up to 73dB LA _{eq} and 95dB LA _{max} – for up to 1 week

During foundation augering -

Address	Extent of infringement
82 Great South Road	Up to 75dB LA _{eq} and 90dB LA _{max} – for up to 1 week
31 Mauranui Avenue	Up to 75dB LA _{eq} and 90dB LA _{max} – for 2 – 3 days
30 – 40 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for up to 1 week
70 Great South Road	Up to 75dB LA _{eq} and 90dB LA _{max} –

	for up to 1 week
29 Mauranui Avenue	Up to 73dB LA _{eq} and 90dB LA _{max} – for up to 1 week

E27 Transport

- The proposal involves accessory parking, loading and access that does not meet the following parking, loading and access standards and is a **restricted discretionary activity** under rule E27.4.1(A2):

E27.6.3.5(d) Vertical clearance for loading

- The proposed laneway provides access for loading required to service the proposed development and has a vertical clearance of 3.5m where 3.8m is the minimum required.

E27.6.4.2 Width and number of vehicle crossings

- The separation distance between the proposed northernmost crossing along Mauranui Avenue (laneway entrance) and the adjoining crossing to the north (31 Mauranui Avenue) is 0.9m where 2m is the minimum required as per Standard E27.6.4.2.1(T146).

E27.6.4.3 Width of vehicle access

- The width of the proposed vehicle access providing entry to service vehicles via Mauranui Avenue serves nine or less parking spaces and measures 3.7m where 3.5m is the maximum permitted as per E27.6.4.3.2(T152).
- The proposal involves development of 191 new dwellings which exceeds the trip generation standards set out in Standard E27.6.1, specifically new development thresholds as per Standard E27.6.1(1)(a) and Table E27.6.1.1 (T1). Therefore, it is a **restricted discretionary activity** under rule E27.4.1(A3).
- The proposal involves construction and use of a vehicle crossing along the Great South Road frontage, which is subject to a 'Vehicle Access Restriction' (VAR) under Standard E27.6.4.1(3) as it is an arterial route. Therefore, it is a restricted discretionary activity under rule E27.6.4.1(A5).

E36 Natural hazards and flooding

- The proposal includes below ground parking located in the 1% annual exceedance probability (AEP) floodplain which is a **restricted discretionary activity** under rule E36.4.1(A26).

- The proposal involves construction and use of new buildings within the 1% AEP floodplain which is a **restricted discretionary activity** under rule E36.4.1(A37).
- The proposal involves the use of new buildings to accommodate residential activities which are considered a more vulnerable activity within the 1% AEP floodplain. Therefore, it is a **restricted discretionary activity** under rule E36.4.1(A38).

E40 Temporary activities

- The proposal may require site offices, site fencing and use of other construction equipment (temporary activities associated with building or construction) that may remain on site for longer than 24 months. Therefore, it is **restricted discretionary activity** under E40.4.1(A24).

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS)

- The provided combined 'Preliminary and Detailed Site Investigation' confirms that the subject site has been previously used for activity identified on the 'Hazardous Activities and Industries List' (HAIL). While the levels of contamination have been confirmed to be below the adopted human health criteria, the volume of soil being disturbed through the proposal exceeds that permitted by Regulation 8(c). Therefore, it is a **controlled activity** under Regulation 9(3).

Discharge permit (s15) – DIS60416584

Auckland Unitary Plan (Operative in part)

Regional land use (operative plan provisions)

E8 Stormwater – Discharge and diversion

- The proposal involves discharge of stormwater from impervious area ranging between 1000m² to 2000m² to land via three new soak holes. The proposed stormwater discharge complies with Standards E8.6.1 and E8.6.1.2 and is a **controlled activity** under rule E8.4.1(A9).

6. Status of the resource consents

Where a proposal:

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

the activities may be considered together.

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

In the instance, the effects of the proposed land use (s9) and discharge (s15) resource consents will overlap and thus they are considered together as a **restricted discretionary activity** overall.

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

Section 95A specifies the steps the council is to follow to determine whether an application is to be publicly notified. These steps are addressed in the statutory order below.

Step 1: mandatory public notification in certain circumstances

In accordance with s95A(3)(a) of the RMA, the applicant had requested that the application be publicly notified.

Step 2: if not required by step 1, public notification precluded in certain circumstances

Step 2 is not required as the applicant has requested the application to be publicly notified under Step 1.

Step 3: if not precluded by step 2, public notification required in certain circumstances

Step 3 is not required as the applicant has requested the application to be publicly notified under Step 1.

Step 4: public notification in special circumstances

Step 4 is not required as the applicant has requested the application to be publicly notified under Step 1.

Public notification conclusion

Having undertaken the s95A public notification tests, the following conclusions are reached:

- Under step 1, the applicant has requested that the application be publicly notified in accordance with s95A(3)(a).
- Assessment under Steps 2 – 4 is not required as the application will be publicly notified as determined under Step 1.

It is therefore required that this application be processed on a publicly notified basis.

8. Notification recommendation

Public notification

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

No recommendation has been made under section 95B, as the application is required to be notified pursuant to s95A(3)(a).

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



Angelika Vaze
Intermediate Planner
Resource Consents

Date: 30 June 2023

9. Notification determination

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



Angie Mason
Team Leader
Resource Consents

Date: 3 July 2023

ATTACHMENT 5

Map of submitters

Submissions not recorded on map (with address provided) –

- 3 – Newmarket – Support**
- 2 – Auckland CBD – Support**
- 1 – Epsom – Support**
- 1 – Sandringham – Support**
- 1 – Greenlane – Support**
- 1 – Sunnyvale – Support**
- 1 – Glendene – Support**



6 submissions from this site

KEY:

- Red outline – Subject site
- Yellow outline – Submissions in support
- Yellow dots – Submission opposing
- Green dots – Written approval provided

ATTACHMENT 6

Submissions

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Monday, 17 July 2023 10:31 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16617] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Justin Kean

Organisation name: Scentre Group

Contact phone number: 021 302 257

Email address: jkean@scentregroup.com

Postal address:
L5, 277 Broadway
Newmarket
Auckland 1023

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

- The intensity of development in an area for which this level of intensity is entirely suited,
- The nature of the development being build to rent residential, and
- The high level of design and amenity in the proposed development.

What are the reasons for your submission?

We believe that the proposed project provides for a level of development and a style of development that will bring more people to a location that has the infrastructure (rail, road, bus, public and private amenity) to cope with it. We, as a city, should be taking advantage of locations that can make the most of public investment.

The development will put a significant resident population in a location that is walking distance to several large green spaces, schools, dense retail development (supermarkets and other retail) and places of work.

We are of the view that more of this development should happen in and around Newmarket, especially on essentially brownfields development sites that require intensification to get the most out of the land holding.

We understand that the development is above the permitted height. We are of the view that the impact is mitigated by the fact that the site borders roading, rail line and property owned by the developer meaning the impact on neighbours is greatly reduced. The height will offer legible scale and provide views and amenity that could not be achieved by lower density development.

What decisions and amendments would you like the council to make?

Approve the application.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Tuesday, 18 July 2023 2:46 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16618] Submission
Attachments: 20230718_NBA_Dilworth_Development.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Mark Knoff-Thomas

Organisation name: Newmarket Business Association

Contact phone number: 0278844334

Email address: mark@newmarket.co.nz

Postal address:

PO BOX 9374
Newmarket
Auckland 1149

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:
See attached

What are the reasons for your submission?
See attached

What decisions and amendments would you like the council to make?
See attached

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

20230718_NBA_Dilworth_Development.pdf



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Submission on resource consent application



1.0 SUBMITTER DETAILS	
Name of organisation or person(s) making the submission (please write all names in full)	Newmarket Business Association
Contact person for organisation	Mark Knoff-Thomas
Physical Address:	2/238 Broadway, Newmarket Postcode: 1023
Your postal address (if it is different from above)	PO BOX 9374, Newmarket 1149
Contact phone number(s)	0278844334
Your email:	mark@newmarket.co.nz

PRIVACY INFORMATION

The information you have provided on this form is required so that your submission can be processed under the Resource Management Act and statistics can be collected by the council. The information will be stored on a public register and held by the council. The details may also be made available to the public on the council's website.

These details are collected to inform the general public and community groups about all consents which have been issued through the council. If you would like to request access to, or correction of your details, please contact the council.

2.0 APPLICATION DETAILS	
Application Number:	BUN60416582;LUC60416583;DIS60416584
Name of applicant: (please write all names in full)	Dilworth Trust Board
Address of proposed activity:	74 - 80 Great South Road, Remuera Postcode: 1023

Description of proposed activity
The construction of two nine-storey buildings (one with a partial basement) arranged around an internal landscaped courtyard area to accommodate 191 build to rent apartments, commercial (ground floor level) bike and car parking to accommodate the proposed use, shown on the plans attached to application.

Submission requirements are overleaf

3.0 SUBMISSION DETAILS

My/our submission: (please tick one)

<input checked="" type="checkbox"/> Supports the application	<input type="checkbox"/> Opposes the application	<input type="checkbox"/> is Neutral regarding the application
--	--	---

The specific parts of the application to which my/our submission relates to are: (use additional pages if required.)

Residential Intensification: We support residential intensifications due to Newmarket's well-developed infrastructure for transport & public amenity.

The reasons for my/our submission are: (use additional pages if required.)

This is a high quality design making efficient use of land that will provide social and economic benefits.

The decision I/we would like the council to make is (including, if relevant, the parts of the application you wish to have amended and the general nature of any conditions sought. Use additional pages if required):

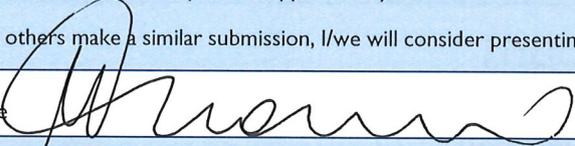
Support in its entirety

4.0 TRADE COMPETITION

I/we are not a trade competitor of the applicant. I/we are a trade competitor of the applicant, and: are directly affected by an effect of the proposed activity that adversely affects the environment, and that effect does not relate to trade competition or the effects of trade competition

5.0 SUBMISSION AT THE HEARING

- I/we wish to speak in support of my/our submission.
 I/we do not wish to speak in support of my/our submission.
 If others make a similar submission, I/we will consider presenting a joint case with them at the hearing.

Signature: 

Date: 18/07/2023

Signature:

Date:

IMPORTANT INFORMATION

The council must receive this submission before the date and time indicated. A copy of this submission must also be given as soon as reasonably practicable to the applicant at the applicant's address for service.

All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind as to whether you wish to attend the hearing, please phone the council so that the necessary arrangements can be made.

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Wednesday, 19 July 2023 9:16 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16620] Submission
Attachments: 20230719 Dilworth Submission Alan McMahon Colliers.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: ALAN MCMAHON

Organisation name: Colliers New Zealand Limited

Contact phone number: 021677886

Email address: alan.mcmahon@colliers.com

Postal address:

Level 23, HSBC Building, 188 Quay Street
AUCKLAND
AUCKLAND 1010

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:
See attached letter

What are the reasons for your submission?
See attached letter

What decisions and amendments would you like the council to make?
Allow the application

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

20230719 Dilworth Submission Alan McMahon Colliers.pdf



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Auckland Council
Private Bag 92300
Auckland 1142

19 July 2023

Submission On Application For Notified Resource Consent

Submission on: Resource consents by Dilworth Trust Board for the development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities as well as stormwater discharge to land at 74 and 80 Great South Road, Epsom (application reference no. BUN60416582; LUC60416583; DIS60416584).

Submission details: Alan McMahon BSc(Hons) FRICS FPINZ AREINZ
National Director
Strategic Advisory
Direct: +64 9 356 8811 | Mobile: +64 21 677 886
HSBC Tower, Level 23, 188 Quay Street | Auckland, 1010 | New Zealand

The submitter confirms that they are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The submitter **does not wish** to be heard in support of this submission.

Submission: We support the notified resource consent application by the Dilworth Trust Board at 74-80 Great South Road, Epsom for the following reasons:

- *The proposal provides high-quality residential accommodation to increase the supply of housing in a location where quality housing supply is desirable. The development will enable a number of social and economic benefits.*
- *The design of the proposal would be suitable to be operated partially or wholly as a build-to-rent development, which would increase the supply of long-term quality rental accommodation in the local area with units suitable for a wide range of demographics including older persons and families.*
- *The proposal provides for maximising the residential density the site can comfortably accommodate without significant adverse effects.*
- *The proposal provide accommodation within proximity to several public transport routes and encourages active transport modes with the provision of facilities, in turn assisting with improving the efficiency of infrastructure and public transport use.*
- *The proposal comprises a high-quality design which will make a positive contribution to the surrounding area, will significantly enhance the existing environment, and improve safety through increased population.*

Level 23, HSBC Building, 188 Quay Street, Auckland CBD,
1010 Main: +64 9 358 1888



Colliers New Zealand Ltd

Signed by the submitter by:

A handwritten signature in blue ink, appearing to read "Alan McMahon".

Alan McMahon
National Director | Strategic Advisory

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Thursday, 20 July 2023 10:00 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16621] Submission
Attachments: Letter of Support JLL.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Jonathan Manns

Organisation name: Jones Lang Lasalle (JLL)

Contact phone number: 021516464

Email address: jonathan.manns@jll.com

Postal address:

PO Box 10 343
Wellington
Wellington 6140

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:
See attached letter

What are the reasons for your submission?

What decisions and amendments would you like the council to make?
To approve

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

Letter of Support JLL.pdf



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20 July 2023

To:

Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Resource consents by Dilworth Trust Board for the development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities as well as stormwater discharge to land at 74 and 80 Great South Road, Epsom (application reference no. BUN60416582; LUC60416583; DIS60416584).

Submission details: Jonathan Manns, Head of Strategic Advisory, For and On Behalf of JLL.

The submitter confirms that they are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission:

Dear Sir / Madam,

I write on behalf of Jones Lang LaSalle (JLL) to express support, in principle, for Dilworth Trust's application for Resource Consent to deliver a BTR scheme at 74-80 Great South Road, Epsom.

JLL is a long-standing advocate of Built-To-Rent (BTR) in New Zealand. The firm has been working closely with the Property Council of New Zealand (PCNZ) to make the case for a purpose-built rental product in the market since 2019; and was also engaged by Dilworth Trust to advise on potential demand.

New Zealand has a significant crisis of housing affordability. Moreover, we anticipate supply to continue at a pace which sustains values, in relative terms, rather than undermines them. Alongside demographic change this is likely to mean that a significant amount of rental accommodation will be required in the future. JLL has estimated that around 50% of Aucklanders were renters in 2018 and that this could rise to 60% by 2043.

It is in this context that we consider BTR to mark a potential step-change in terms of the housing options available. It is a product which has the potential to provide professional management, address tenure uncertainty, standardise the quality of accommodation and support greater transparency around rental price increases.

Despite the scale of challenge and opportunity, there remain relatively few schemes coming forward in the market, with notable exceptions being those of Kiwi Property at Sylvia Park and McConnells at Takapuna. This application therefore has the potential to help drive innovation in a nascent sector.

Yours Sincerely,



Jonathan Manns MBE FRICS FRTPI
Senior Director
Head of Strategic Advisory
For and On Behalf of JLL

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Thursday, 20 July 2023 3:00 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16622] Submission
Attachments: resource consent application.pdf; Dilworth letter of support_5 July 2023.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Dan Reddiex

Organisation name: Dilworth School

Contact phone number: 095231060

Email address: d.reddiex@dilworth.school.nz

Postal address:

2 Erin Street
Epsom
Auckland 1051

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

Development of multi-level build-to-rent apartment blocks at 76 - 80 Great South Road.

What are the reasons for your submission?

Provision of much needed accommodation for prospective staff in the vicinity of the school, to assist with recruitment in a challenging labour market.

What decisions and amendments would you like the council to make?

Approval of the development request.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:

resource consent application.pdf

Dilworth letter of support_5 July 2023.pdf



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Submission on resource consent application



1.0 SUBMITTER DETAILS

Name of organisation or person(s) making the submission (please write all names in full)

Dilworth School

Contact person for organisation

Dan Reddiex, Headmaster

Physical Address:

2 Erin Street, Epsom

Postcode: 1051

Your postal address (if it is different from above)

Contact phone number(s)

Your email:

d.reddiex@dilworth.school.nz

PRIVACY INFORMATION

The information you have provided on this form is required so that your submission can be processed under the Resource Management Act and statistics can be collected by the council. The information will be stored on a public register and held by the council. The details may also be made available to the public on the council's website.

These details are collected to inform the general public and community groups about all consents which have been issued through the council. If you would like to request access to, or correction of your details, please contact the council.

2.0 APPLICATION DETAILS

Application Number:

BUN60416582;LUC60416583;DIS60416584

Name of applicant: (please write all names in full)

Dilworth Trust Board

Address of proposed activity:

74 - 80 Great South Road, Remuera

Postcode: 1051

Description of proposed activity

The construction of two nine-storey buildings (one with a partial basement) arranged around an internal landscaped courtyard area to accommodate 191 build to rent apartments, commercial (ground floor level) bike and car parking to accommodate the proposed use, shown on the plans attached to the application.

Submission requirements are overleaf

3.0 SUBMISSION DETAILS

My/our submission: (please tick one)

<input checked="" type="checkbox"/> Supports the application	<input type="checkbox"/> Opposes the application	<input type="checkbox"/> is Neutral regarding the application
--	--	---

The specific parts of the application to which my/our submission relates to are: (use additional pages if required.)

Development of multi-level build-to-rent apartment block at 76-80 Great South Road.

The reasons for my/our submission are: (use additional pages if required.)

Provision of much needed accommodation for prospective staff in the vicinity of the school, to assist with recruitment in a challenging labor market.

The decision I/we would like the council to make is (including, if relevant, the parts of the application you wish to have amended and the general nature of any conditions sought. Use additional pages if required):

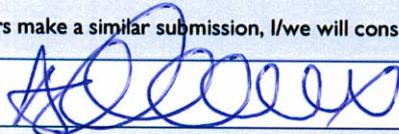
Approval of development request.

4.0 TRADE COMPETITION

<input checked="" type="checkbox"/> I/we are not a trade competitor of the applicant.	<input type="checkbox"/> I/we are a trade competitor of the applicant, and:	<input type="checkbox"/> are directly affected by an effect of the proposed activity that adversely affects the environment, and that effect does not relate to trade competition or the effects of trade competition
---	---	---

5.0 SUBMISSION AT THE HEARING

- I/we wish to speak in support of my/our submission.
- I/we do not wish to speak in support of my/our submission.
- If others make a similar submission, I/we will consider presenting a joint case with them at the hearing.

Signature 

Date: 17/07/2023

Signature

Date:

IMPORTANT INFORMATION

The council must receive this submission before the date and time indicated. A copy of this submission must also be given as soon as reasonably practicable to the applicant at the applicant's address for service.

All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind as to whether you wish to attend the hearing, please phone the council so that the necessary arrangements can be made.



Dilworth

10 July 2023

Dear Sir/Madam

I am writing to express the support of Dilworth School for the proposed development of multi-level build-to-rent apartment blocks at 76 -80 Great South Road and Mauranui Avenue, Epsom by the Dilworth Trust Board.

The design of the two apartment blocks will enhance the precinct, and the addition of much-needed housing in the area will very likely benefit the School in its recruitment of new staff, particularly those coming from out of Auckland.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Dan Reddiex'.

Dan Reddiex
Headmaster

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 21 July 2023 10:46 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16623] Submission
Attachments: 230717 Dilworth letter of support - signed.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Shanon Aitken

Organisation name: Crocker Property Group

Contact phone number: 0212206233

Email address: Shanon@crockers.co.nz

Postal address:
525 Manukau road
Auckland
Auckland 1023

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:
We are submitting in support of the complete project

What are the reasons for your submission?

What decisions and amendments would you like the council to make?
None

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

230717 Dilworth letter of support - signed.pdf



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Auckland Council
Resource Consents Processing

17th July 2023

Tenā koutou katoa,

Re: Dilworth Trust Board Application for 6-80 Great South Road, Epsom

We write in support of the above notified application for consent for a Development of the 4,173m² site to accommodate a 'Built-to-Rent' mixed use development, arranged across two nine storey buildings (one with a basement) and accommodating up to 200 apartments, roof top and ground floor amenity areas, commercial floorspace, pedestrian accessways, bicycle and car parking, and landscaping.

Crockers are a long-established Auckland based manager of homes and commercial properties. We manage a number of 'Built to Rent' developments around Tāmaki Makaurau Auckland. A 'Built to Rent' or BTR property is one where the owner intends to hold the property for the long term as a rental proposition, enabling the occupants to enjoy certainty of tenure. The asset class was established in New Zealand in March 2023; to be eligible for the definition of BTR owners must offer occupants tenancy options of at least ten years, while giving the tenant the option to terminate on 63 days' notice. This allows occupants to settle in to their community, knowing they can stay for as long they choose to do so. The ideal BTR complex incorporates community facilities which enable the development of relationships within and across the community. The 'Built to rent' concept is a relatively recent arrival to New Zealand, but has long been established as a provider of long term secure rental tenure in other countries.

Crockers has extensively reviewed the proposal submitted by the applicant, the Dilworth Trust Board, focusing in particular on the apartment typology options and the community facilities provided in the development. We believe that the proposed development will be extremely attractive to the market, providing a range of apartment options with excellent community facilities, all in a location of high amenity in terms of transport, shopping and entertainment.

Since the completion of the Auckland Unitary Plan, Auckland has targeted a city with a compact urban form. The proposed development is in keeping with this objective and provides high quality rental housing with long term certainty of tenure in a highly desirable area. We support the proposal as being in keeping with the long term objectives of the Auckland Unitary Plan and as a much needed increase to the stock of quality rental housing in the city.

The proposed development not only provides sorely needed high quality secure rental tenure housing; it will also serve as a long term stable income source for the Dilworth Trust, enabling them to ensure the furtherance of their charitable endeavours well into the future.

We believe that the proposed development will enhance the amenity values of our city and commend it to you for approval.

Naku noa, nā



Helen O'Sullivan
Crocker Property Group

E property@crockers.co.nz
T +64 9 630 8890
F 0800 CROCKERS (2762 5377)

CROCKERS PROPERTY GROUP
525 Manukau Road, Epsom, Auckland 1023, New Zealand
PO Box 74054, Greenlane, Auckland 1546, New Zealand

MANAGEMENT
REALTY
BODY CORP

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Monday, 24 July 2023 10:15 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16624] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Simon Wilson

Organisation name:

Contact phone number: 0212885484

Email address: simon@rdtpacific.co.nz

Postal address:

11 Oxtton Road
Auckland
Auckland 1041

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

The scale and design of the development.

What are the reasons for your submission?

This type and quality of development needs to be support to ensure we can provide adequate housing in Auckland.

What decisions and amendments would you like the council to make?

Approval

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Wednesday, 26 July 2023 12:01 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16625] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Natasha Sarkar

Organisation name: CBRE Limited

Contact phone number: 021940940

Email address: natasha.sarkar@cbre.com

Postal address:

Level 37, ANZ Centre, 23 - 29 Albert Street
Auckland
Auckland 1010

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

To whom it may concern,

We, the CBRE Structured Transactions & Advisory team, are specialists in the build-to-rent sector and we are writing to you in support of the Dilworth Trust Board Build-to-Rent scheme at 6-80 Great South Road, Epsom, Auckland 1051.

The build-to-rent sector is a growing trend in the real estate industry, as it seeks to address the needs of a rapidly changing housing market. Build-to-rent, or BTR, is a new model for developing residential rental property, in which the developer builds and owns the property and manages it as a rental business. BTR can help address the current housing crisis. As populations continue to grow in cities, there is a greater need for affordable housing. BTR can provide a solution to this by providing housing at a lower cost than traditional ownership models.

BTR can help to increase the supply of housing in a city, which assists in reducing housing shortages. From the perspective of the public, BTR can provide a more flexible and affordable option for living. Instead of having to secure a mortgage and commit to a long-term purchase, renters can choose to sign a short-term or long-term lease, making it easier to move if their circumstances change. Additionally, BTR can provide an affordable option for individuals who may not have the financial resources to purchase a home. This could help to make housing more accessible to those who may not have the means to purchase a home. Furthermore, BTR can provide more stability for renters, as they can be assured that their rent won't unexpectedly increase.

Regarding the Dilworth Trust Board Build-to-Rent scheme, we understand that the proposed development is a mixed-use project in a convenient and premium location, being near sought-after schools and local amenities. We are pleased to see that the proposal provides for increased residential density within proximity to Newmarket, Epsom & Remuera, which will, in turn, will contribute positively toward a well-functioning urban environment.

We also appreciate that the proposal provides for increased residential density within proximity to several transport facilities, in turn assisting with improving the efficiency of infrastructure and public transport use. It will also support local businesses and provide additional and high-quality residential accommodation to increase the supply of housing in Auckland, and result in a number of social and economic benefits.

The proposal is an efficient use of land and infrastructure and comprises a high-quality design that will make a positive contribution to the surrounding area and be a significant improvement on the existing environment. The site is able to accommodate the additional height proposed without significant adverse effects and is designed in a manner that will not adversely affect neighbouring owners or occupiers.

The unit typology mix, scheme efficiency ratios, carpark availability and the level of amenity offered in the scheme are all excellent. The proposal encourages a modal shift away from the private vehicle, with a parking ratio of less than one vehicle per unit. We commend the proposal for its efficient use of land and infrastructure.

The CBRE Structured Transactions & Advisory team is pleased to see a well thought out BTR scheme being brought to Auckland, which will be of benefit to both the residents of Auckland and the Dilworth Trust Board.

Kind regards

Natasha Sarkar

What are the reasons for your submission?

What decisions and amendments would you like the council to make?

No amendments suggested

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 28 July 2023 9:46 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16633] Submission
Attachments: Dilworth letter of support.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Anuj Gupta

Organisation name: Sumitra NZ Limited

Contact phone number: 021915351

Email address: anuj@rayland.co.nz

Postal address:
98 Great South Road
Epsom
Auckland 1051

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:
All of them

What are the reasons for your submission?

It would be good to see some quality developments in the area which are better suited to the Community needs

What decisions and amendments would you like the council to make?

Approve the Resource Consent

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

Dilworth letter of support.pdf



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28.07.2023

FORM 13: SUBMISSION ON APPLICATION FOR NOTIFIED RESOURCE CONSENT

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Resource consents by Dilworth Trust Board for the development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities as well as stormwater discharge to land at 74 and 80 Great South Road, Epsom (application reference no. BUN60416582; LUC60416583; DIS60416584).

Dear Sir/Madam

I am writing to express my support for the 74-80 Great South Road, Epsom development and its significant contributions to our community. As an occupier, I have carefully reviewed the proposal and believe it to be a well-thought-out development that will bring about several positive impacts on our urban environment and the well-being of future residents.

The proposal showcases a multitude of favourable aspects that make it a valuable addition to our neighbourhood:

Enhancement of the Urban Environment: The Development promises to contribute positively to a well-functioning urban environment. Its thoughtful design and integration with existing amenities will create a harmonious balance between residential living and urban amenities.

Support for Local Businesses: By providing increased residential density within proximity to New Market and various transport facilities, the proposal will not only enhance the functioning and vitality of the New Market Centre but also offer support to local businesses, encouraging economic growth within the area.

Efficient Use of Land and Infrastructure: The Development makes efficient use of the available land and infrastructure, maximizing the benefits of the development while minimizing its impact on the surrounding environment.

High-Quality Design and Improved Environment: The proposed high-quality design will significantly improve the existing environment, creating a visually appealing and functional space for residents and passersby alike.

Positive Impact on Housing in Auckland: The additional and high-quality residential accommodation offered by the proposal addresses the pressing need for housing in Auckland and is expected to result in a range of social and economic benefits.

Promotion of Sustainable Transportation: With a parking ratio of less than one vehicle per unit, good bike storage capacity, and a central location, the Development encourages a modal shift away from private vehicles, promoting a more sustainable and eco-friendly transportation approach.

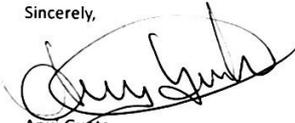
Water Conservation and Biodiversity Enhancement: The proposal's focus on water conservation and re-use, reduction of stormwater generation, and extensive planting of native species will significantly improve water quality and enhance biodiversity in the area.

Additionally, it is worth mentioning that the site demonstrated exceptional resilience during the once-in-a-century flood event on 27 January 2023. This reassures the community of the thoughtful flood management strategies incorporated into the development plan, ensuring safety and security for residents.

As an occupier of the site since 2015, I feel confident that the Development has been designed in a manner that will not adversely affect me or the surrounding properties.

Thank you for considering my views in support of the growth and improvement of our city.

Sincerely,



Anuj Gupta

(Sumitra NZ Limited)

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 28 July 2023 10:16 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16634] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Rodrigo Ilo

Organisation name:

Contact phone number: 0279194969

Email address: igo05@yahoo.com

Postal address:
1/29 Mauranui Avenue
Epsom
Auckland 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I am happy with the development in our area, but I oppose the number of levels of the proposed building as it will block residential properties nearby. Maybe 5 levels or below is acceptable.

What are the reasons for your submission?

What decisions and amendments would you like the council to make?

Amend building approval for 5 levels or below.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 28 July 2023 1:16 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16635] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Jiong Lu

Organisation name:

Contact phone number: 0212029158

Email address: rogerlulu@gmail.com

Postal address:
2/29 Mauranui Ave
Epsom
Auckland 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose part of the developers proposal to develop land for a two 9 story buildings totaling 191 units, 2 main points. It's too high density at 9 story's high, and the insufficient scope to supply sensible amount vehicle parking to cater for its occupants.

Privacy concerns for neighbouring residents in the direct vicinity at present there is no current building over 6 stories high, inadequate designated parking areas for 191 units, a total 83 mentioned is essentially 43.45% provided.

Concerns for safe vehicular access and exit and for pedestrians using the footpath.

Concerns regarding the significant increase of traffic pressure on Manuranui avenue at both ends more so the road is quite often funnels in one-way at the Great South/Mauranui when cars park on both side of road creating a hazard.

Great south road currently has a bus lane operating 7-10am Mon-Fri situated on both sides of the road, potential impact for local commercial businesses to be affected (Mauranui Avenue currently has capacity for 80 plus free vehicle parking many properties and commercial businesses take advantage of this).

Disruption/traffic management to public/residents during development stage.

Removal of 2 protected Puriri Trees.

Contaminated soil disruption on what that means for nearby residents with the current sampling discovered?

Therefore, I'm not in favor for the 2 buildings consisting of 191 units at all.

What are the reasons for your submission?

What decisions and amendments would you like the council to make?

Resilient, responsible, sustainable and reasonable.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 28 July 2023 11:46 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16636] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Meijue Fu

Organisation name:

Contact phone number: 0212387503

Email address: juejue0228@hotmail.com

Postal address:
2/29 Mauranui Ave
Epsom
Auckland 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose part of the developers proposal to develop land for a two 9 story buildings totaling 191 units.

2 main points.

It's too high density at 9 story's high, and the insufficient scope to supply sensible amount vehicle parking to cater for its occupants.

Privacy concerns for neighbouring residents in the direct vicinity at present there is no current building over 6 stories high.

Risk to the aesthetic nature of those buildings it unfairly towers above. Such a development will encourage more like for like builds in the near future.

Risk to block of natural sunlight for comercial building Giltrap Skoda, Maruranui Clinic, and other affected residential units adjacent on the south side of the site 30, 32, 34, 36, 38, 40 Mauranui Avenue.

Inadequate designated parking areas for 191 units, a total 83 mentioned is essentially 43.45% provided. It is fact that .75 percent of people own a car in New Zealand.

Great south road currently has a bus lane operating 7-10am Mon-Fri situated on both sides of the road, this has potential impact for local commerical businesses to be affected (Mauranui Avenue currently has capacity for 80 plus free vehicle parking many properties and commerical businesses take advantage of this).

Concerns for safe vehicular access and exit and for pedestrians using the footpath. Will there be a safe haven for pedestians to cross in to along with zebra crossings?

Concerns for safety of the wellbeing of residents and increase of younger children present having an extra 150+ extra traffic movements per day may require speed bumps to reduce speeding down the street or reduce the speed limit.

Concerns regarding the significant increase of traffic pressure on Manuranui avenue at both ends more so the road is quite often funnels in one-way at the Great South/Mauranui end when cars park on both side of road creating a hazard.

Disruption/traffic management to public/residents during development stage.

Removal of 2 protected Puriri Trees which are beneficial to the habitat of New Zealands native birds and the Puriri Moth.

Contaminated soil disruption on what that means for nearby residents with the current sampling discovered?

Not in favor for the 2 buildings consisting of 191 units to be a type of mixed term tenanted rental income for dilworth trust, I understand this is a prized location in which boasts with is amenity's that draw in a diverse range of people with diverse backgrounds to live here, how will this be vetted so we can ensure the future here is to have respectful neighbours?

Risk of damage to nearby nearby buildings due to piling foundations for the structure. Who will conduct a precondition survey of the surrounding buildings in the event of damage?

What are the reasons for your submission?

What decisions and amendments would you like the council to make?

Stop building such high buildings

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 28 July 2023 11:46 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16637] Submission
Attachments: Mauranui Ave Site development 2023.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Michael Jason Greenwood

Organisation name:

Contact phone number: 0284143036

Email address: mikegreenwood03@yahoo.co.nz

Postal address:

UNIT 16 29 Mauranui Avenue
Epsom
AUCKLAND 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose part of the developers proposal to develop land for a two 9 story buildings totaling 191 units.
2 main points.

It's too high density at 9 story's high, and the insufficient scope to supply sensible amount vehicle parking to cater for its occupants.

What are the reasons for your submission?

Privacy concerns for neighbouring residents in the direct vicinity at present there is no current building over 6 stories high.

Risk to the aesthetic nature of those buildings it unfairly towers above. Such a development will encourage more like for like builds in the near future.

Risk to block of natural sunlight for comercial building Giltrap Skoda, Maruranui Clinic, and other affected residential units adjacent on the south side of the site 30, 32, 34, 36, 38, 40 Mauranui Avenue.

Inadequate designated parking areas for 191 units, a total 83 mentioned is essentially 43.45% provided. It is fact that .75 percent of people own a car in New Zealand.

Great south road currently has a bus lane operating 7-10am Mon-Fri situated on both sides of the road, this has potential impact for local commerical businesses to be affected (Mauranui Avenue currently has capacity for 80 plus free vehicle parking many properties and commerical businesses take advantage of this).

Concerns for safe vehicular access and exit and for pedestrians using the footpath. Will there be a safe haven for pedestians to cross in to along with zebra crossings?

Concerns for safety of the wellbeing of residents and increase of younger children present having an extra 150+ extra traffic movements per day may require speed bumps to reduce speeding down the street or reduce the speed limit.

Concerns regarding the significant increase of traffic pressure on Manuranui avenue at both ends more so the road is quite often funnels in one-way at the Great South/Mauranui end when cars park on both side of road creating a hazard.

Disruption/traffic management to public/residents during development stage.

Removal of 2 protected Puriri Trees which are beneficial to the habitat of New Zealands native birds and the Puriri Moth.

Contaminated soil disruption on what that means for nearby residents with the current sampling discovered?

Not in favor for the 2 buildings consisting of 191 units to be a type of mixed term tenanted rental income for dilworth trust, I understand this is a prized location in which boasts with is amenity's that draw in a diverse range of people with diverse backgrounds to live here, how will this be vetted so we can ensure the future here is to have respectful neighbours?

Risk of damage to nearby nearby buildings due to piling foundations for the structure. Who will conduct a precondition survey of the surrounding buildings in the event of damage?

What decisions and amendments would you like the council to make?

A scaled down development of the proposed 191 units to better accommodate its occupants, quality and not quantity comes to mind. Being able to incorporate exisiting native trees in to the design. A safe haven for pedestrians on zebra crossings. Yellow broken line (no parking on one side of Great South in to Mauranui Avenue). Speed reducing bumps, and or a lower speed limit for the street.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? Yes

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:

Mauranui Ave Site development 2023.pdf



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64 Gt Sth Road The Vanguard 6 Levels

Westfield Newmarket 5 level

View looking North

29 Mauranui Ave 3 levels

SITE

Strech of unsealed road turned in to parking area for cars of the right hand side. Generally at full capacity when the commercial car servicing dealships operate 8am-5pm Mon-Fri. Parking here is challenging

← 12 St Marks Rd

Auckland

Google Street View

Jul 2022

See more dates

29 Mauranui 3 Levels

64 Great South Rd The Vanguard 6 Levels

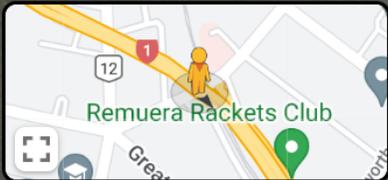
Left side of road car parking

The northern half end at Mauranui Ave along St Marks along Great South Rd end turns in to commerical businesses/car servicing/car dealerships

Viewing South up along Mauranui Ave

Mauranui Avenue /// St Marks Rd

Google



Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Saturday, 29 July 2023 12:01 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16638] Submission
Attachments: Mauranui Ave Site development 2023_20230728235316.272.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Lixia Huang

Organisation name:

Contact phone number: 0221948160

Email address: pisahuang@hotmail.com

Postal address:

UNIT 16 29 Mauranui Avenue
Epsom
Auckland 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose part of the developers proposal to develop land for a two 9 story buildings totaling 191 units.

2 main points.

It's too high density at 9 story's high, and the insufficient scope to supply sensible amount vehicle parking to cater for its occupants.

What are the reasons for your submission?

Privacy concerns for neighbouring residents in the direct vicinity at present there is no current building over 6 stories high.

Risk to the aesthetic nature of those buildings it unfairly towers above. Such a development will encourage more like for like builds in the near future.

Risk to block of natural sunlight for commercial building Giltrap Skoda, Mauranui Clinic, and other affected residential units adjacent on the south side of the site 30, 32, 34, 36, 38, 40 Mauranui Avenue. ** Photo Supplied **

Inadequate designated parking areas for 191 units, a total 83 mentioned is essentially 43.45% provided. It is fact that .75 percent of people own a car in New Zealand.

Great south road currently has a bus lane operating 7-10am Mon-Fri situated on both sides of the road, this has potential impact for local commercial businesses to be affected (Mauranui Avenue currently has capacity for 80 plus free vehicle parking many properties and commercial businesses take advantage of this).

Concerns for safe vehicular access and exit and for pedestrians using the footpath. Will there be a safe haven for pedestrians to cross in to along with zebra crossings?

Concerns for safety of the wellbeing of residents and increase of younger children present having an extra 150+ extra traffic movements per day may require speed bumps to reduce speeding down the street or reduce the speed limit.

Concerns regarding the significant increase of traffic pressure on Manuranui avenue at both ends more so the road is quite often funnels in one-way at the Great South/Mauranui end when cars park on both side of road creating a hazard. ** Photo Supplied **

Disruption/traffic management to public/residents during development stage.

Removal of 2 protected Puriri Trees which are beneficial to the habitat of New Zealands native birds and the Puriri Moth.

Contaminated soil disruption on what that means for nearby residents with the current sampling discovered?

Not in favor for the 2 buildings consisting of 191 units to be a type of mixed term tenanted rental income for dilworth trust, I understand this is a prized location in which boasts with its amenities that draw in a diverse range of people with diverse backgrounds to live here, how will this be vetted so we can ensure the future here is to have respectful neighbours?

Risk of damage to nearby nearby buildings due to piling foundations for the structure. Who will conduct a precondition survey of the surrounding buildings in the event of damage?

What decisions and amendments would you like the council to make?

A scaled down development of the proposed 191 units to better accommodate its occupants, quality and not quantity comes to mind. Being able to incorporate existing native trees in to the design. A safe haven for pedestrians on zebra crossings. Yellow broken line (no parking on one side of Great South in to Mauranui Avenue). Speed reducing bumps, and or a lower speed limit for the street.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? Yes

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:

Mauranui Ave Site development 2023_20230728235316.272.pdf



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Sunday, 30 July 2023 3:15 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16641] Submission
Attachments: Opposes the Application_BUN60416582.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: HUA XIE

Organisation name:

Contact phone number: 0210369176

Email address: 9193717@GMAIL.COM

Postal address:

UNIT 7 29 Mauranui Avenue, Epsom, Auckland 1051, New Zealand
EPSOM
AUCKLAND 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Strong Opposition to the Proposed High-Density Building Development
74 and 80 Great South Road, Remuera.

Please see the attachment.

Thank you very much.

What are the reasons for your submission?

What decisions and amendments would you like the council to make?

Decline the application.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? Yes

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:

Opposes the Application_BUN60416582.pdf



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HUA XIE

Unit 7, 29 Mauranui Avenue

EPSOM

Auckland, 1051

To Whom It May Concern,

Subject: Strong Opposition to the Proposed High-Density Building Development

74 and 80 Great South Road, Remuera

I write this letter with a profound sense of urgency and dismay concerning the proposed high-density building development that threatens the very essence of our beloved neighborhood. As a long-time resident and an ardent advocate for our community's well-being, I feel compelled to highlight the grave concerns surrounding the plan to construct two towering 9-story buildings, totaling a staggering 191 units. It is my sincere hope that you will recognize the imminent dangers posed by this project and act in the best interest of the community you serve.

The proposed high-density building project represents an alarming departure from the architectural and cultural character that defines our neighborhood. Our community exudes a unique charm, fostered by the collaboration of residents, and the introduction of these colossal structures would irreparably mar the beauty and identity we have worked so hard to preserve.

By accommodating such a high number of units, our neighborhood's infrastructure will undoubtedly buckle under the weight of the increased population. Roads, already burdened by traffic congestion, will become nothing short of gridlocked, while public transportation will be overwhelmed, leaving commuters stranded and frustrated. Our utility systems are ill-prepared to handle such a tremendous demand, and the inevitable strain on resources, particularly water supply and waste management, will lead to significant consequences for all residents.

Environmental repercussions will be devastating. The proposed construction threatens the delicate ecological balance of our area. Existing green spaces will be obliterated, displacing local wildlife and contributing to a loss of biodiversity. The resultant concrete jungle will trap heat, creating urban heat islands that exacerbate the already worrying effects of climate change. The project's environmental assessment must be scrutinized with utmost rigor to

safeguard the long-term health of our community and the planet.

Safety concerns loom large, casting a shadow over the proposed high-density buildings. Such colossal structures raise serious fire hazards, impeding emergency response times and endangering residents. In times of crisis, evacuating numerous residents from these buildings would be a logistical nightmare, putting lives at risk. The safety and well-being of our community members must always take precedence over any development proposal.

Moreover, the sheer scale of these buildings is bound to have a detrimental impact on property values in the surrounding area. The towering structures will cast shadows over neighboring properties, diminishing their appeal to potential buyers and causing existing property prices to plummet. Our community's hard-earned equity should not be sacrificed in favor of a project that benefits only a select few.

I implore the City Council to vehemently reject the current building plan and, instead, prioritize the interests and aspirations of the residents who call this neighborhood home. Sustainable and balanced development is achievable without compromising the integrity of our community. I urge you to engage in transparent discussions and meaningful consultations with all stakeholders, so we may forge a path that harmoniously integrates growth with our cherished values.

As concerned residents, we expect the City Council to exercise its mandate to protect and serve the community by thoroughly scrutinizing and challenging any development proposal that jeopardizes the well-being, safety, and unique character of our neighborhood.

Thank you for heeding our concerns. We place our trust in your wisdom and responsibility to make decisions that will safeguard the future of our cherished community.

Sincerely,

Hua Xie

9193717@gmail.com

0210369176

Submission on resource consent application



1.0 SUBMITTER DETAILS

Name of organisation or person(s) making the submission (please write all names in full)

Edbrooke Property Limited

Contact person for organisation

Chris Bufton

Physical Address:

182 Great South Road

Postcode: 1051

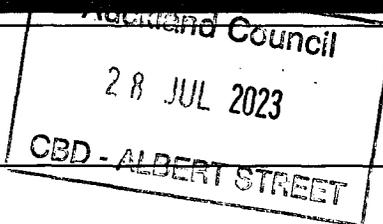
Your postal address (if it is different from above)

Contact phone number(s)

02102634776

Your email:

bufton@mrco.co.nz



PRIVACY INFORMATION

The information you have provided on this form is required so that your submission can be processed under the Resource Management Act and statistics can be collected by the council. The information will be stored on a public register and held by the council. The details may also be made available to the public on the council's website.

These details are collected to inform the general public and community groups about all consents which have been issued through the council. If you would like to request access to, or correction of your details, please contact the council.

2.0 APPLICATION DETAILS

Application Number:

BUN60416582;LUC60416583;DIS60416584

Name of applicant (please write all names in full)

Dilworth Trust Board

Address of proposed activity:

74 - 80 Great South Road, Remuera

Postcode: 1051

Description of proposed activity

The construction of two nine-storey buildings (one with a partial basement) arranged around an internal landscaped courtyard area to accommodate 191 build to rent apartments, commercial (ground floor level) bike and car parking to accommodate the proposed use, shown on the plans attached to application.

Submission requirements are overleaf

3.0 SUBMISSION DETAILS

My/our submission: (please tick one)

<input checked="" type="checkbox"/> Supports the application	<input type="checkbox"/> Opposes the application	<input type="checkbox"/> is Neutral regarding the application
--	--	---

The specific parts of the application to which my/our submission relates to are: (use additional pages if required.)

- increased height & resulting increased density

The reasons for my/our submission are: (use additional pages if required.)

- The proposed location benefits from close location to public transport
- will have a positive impact on local businesses.
- The regeneration of the area will have significant benefits to the immediate area.

The decision I/we would like the council to make is (including, if relevant, the parts of the application you wish to have amended and the general nature of any conditions sought. Use additional pages if required):

- Grant approval for the proposed development.
--

4.0 TRADE COMPETITION

I/we are not a trade competitor of the applicant. I/we are a trade competitor of the applicant, and: are directly affected by an effect of the proposed activity that adversely affects the environment, and that effect does not relate to trade competition or the effects of trade competition

5.0 SUBMISSION AT THE HEARING

- I/we wish to speak in support of my/our submission.
- I/we do not wish to speak in support of my/our submission.
- If others make a similar submission, I/we will consider presenting a joint case with them at the hearing.

Signature 

Date: 25.07.2023.

Signature

Date:

IMPORTANT INFORMATION

The council must receive this submission before the date and time indicated. A copy of this submission must also be given as soon as reasonably practicable to the applicant at the applicant's address for service.

All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind as to whether you wish to attend the hearing, please phone the council so that the necessary arrangements can be made.

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Wednesday, 9 August 2023 8:31 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16646] Submission
Attachments: dilworthsubmission.pdf

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Matthew Wales

Organisation name: Landseer Motor Investments Auckland Limited

Contact phone number: +6421544220

Email address: mwales@andrewsimms.co.nz

Postal address:

PO BOX 9595
Newmarket
Auckland 2012

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

We believe that the proposed development is in keeping with the surrounding area and provides significant benefits to the local community and surrounding land users

What are the reasons for your submission?

What decisions and amendments would you like the council to make?

We would like the council to approve the proposal

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? Yes

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:

dilworthsubmission.pdf



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FORM 13: SUBMISSION ON APPLICATION FOR NOTIFIED RESOURCE CONSENT

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Resource consents by Dilworth Trust Board for the development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities as well as stormwater discharge to land at 74 and 80 Great South Road, Epsom (application reference no. BUN60416582; LUC60416583; DIS60416584).

Submission details: **Matthew David Wales**
Shareholder
Landseer Motor Investments Auckland Limited
Lease holder of:
500 Broadway
425 Broadway
76-79 Great South Road
436 Broadway
450 Broadway
406 Broadway

The submitter confirms that they are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The submitter **wishes** to be heard in support of this submission.

Submission:

Landseer Motor Investments Limited supports the notified resource consent application by the Dilworth Trust Board at 74-80 Great South Road, Epsom for the following reasons:

- The proposal transform an area of Newmarket that is not in keeping with the surrounding business precinct. Since the Motel operators ceased to operate the area has had a significant increase in crime including theft, arson and Ram Raids. We have been involved in over 6 significant loss events in the past 12 months. We are confident that the proposal will create quality accommodation in keeping with the surrounding area.
- The area has a significant lack of rental accommodation that is suitable for local employees to allow them to live close to their workplace. We believe the proposal will provide accommodation suitable for employees of the significant commercial precinct in Newmarket

- The surrounding area has significant public transport infrastructure and this combined with the local commercial region and proximity to the CBD make this an ideal location for increased intensification.
- As a neighbour at a number of sites in close proximity to the site we are happy with the proposal and believe it will significantly improve the area along with providing significant economic and social benefit.

Signed for / on behalf of the submitter by:

Name: Matthew Wales



Signature:

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Thursday, 10 August 2023 9:00 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16647] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: Harrison Fernandes-Burnard

Organisation name:

Contact phone number: 0212137745

Email address: harrison.j.d.burnard@gmail.com

Postal address:

45c Rangeview Road, Sunnyvale
Auckland
Auckland 0612

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

I support the application in whole.

The proposed high density development is appropriately located in close proximity to two railway stations and high frequency bus services, and within walking distance to a range of day to day amenities in Newmarket. Therefore there is clear justification to exceed the default height limit of the Mixed Use zone, and this is provided for in the objectives and policies of the zone.

I also support the proposed ground floor retail units and the proposed landscaping. The inclusion of a native planting is supported, as it will provide biodiversity and shade, combatting the urban heat island effect.

The proposal is consistent with the National Policy Statement for Urban Development and will contribute to a compact urban form.

What are the reasons for your submission?

What decisions and amendments would you like the council to make?

N/A

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? Yes

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:



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Angelika Vaze

From: Karl Flavell <karl_flavell@hotmail.com>
Sent: Friday, 11 August 2023 6:28 pm
To: Robyn Pilkington
Subject: Fwd: DTB submission
Attachments: Ngaati Te Ata Waiohua Submission DTB.pdf

Fyi

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From: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Sent: Friday, August 11, 2023 7:45:36 AM
To: Regional Planning Helpdesk <regionalplanninghelpdesk@aucklandcouncil.govt.nz>
Cc: Jono Payne <jono@campbellbrown.co.nz>; Ashley Nankervis <a.nankervis@dilworth.org.nz>; Karl Flavell (MW/ Ngati Te Ata Waiohua) <karl_flavell@hotmail.com>; Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: FW: DTB SUBMISSION

Good morning team

A submission to a notified consent application as below is attached. This came to Unitary Plan and as we do not deal with these could I request that you forward this onto the correct team dealing with these consent submissions

thanks

*Regards
Therese*

*Therese Strickland | Team Leader Planning Technicians
Auckland-wide planning unit
Plans and Places Department
Phone 021 943 497
Auckland Council, Level 24, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz*

From: Karl Flavell <karl_flavell@hotmail.com>
Sent: Friday, August 11, 2023 7:19 AM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Cc: jono@campbellbrown.co.nz; Ashley Nankervis <a.nankervis@dilworth.org.nz>
Subject: DTB SUBMISSION

Kia ora

Please find attached our submission.

Submission on Dilworth Trust Board 74 and 80 Great South Road, Remuera Application reference number BUN60416582; LUC60416583; DIS60416584 Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities. Stormwater discharge to land

Ngaa mihi

Karl Flavell
Ngaati Te Ata Waiohua
027 9328998



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NGAATI TE ATA WAIOHURIA

“Ka whiti te raa ki tua o rehua ka ara a Kaiwhare i te rua”

10th August 2023

*He rarangi maunga tuu te ao, tuu te paa
He rarangi tangata ngaro noa, ngaro noa
Ko Uenuku Te Atua*

*Ko Te Maungawhau, Te Koopuke, Oohinerau, Maungakiekie ngaa Maunga tuupuna
Ko Waitemataa Te Moananui
Ko Taamaki Te Awa Hei Whiriwhiri
Ko Waiohuria Hei Toi Ake No Te Whenua*

SUBMISSION

To: Auckland Council

Private Bag 92300

Auckland 1142

Submission on Dilworth Trust Board 74 and 80 Great South Road, Remuera

Application reference number BUN60416582; LUC60416583; DIS60416584

Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.

Stormwater discharge to land

Submission details: Ngaati Te Ata Waiohuria – Karl Flavell

Tena Koe

Whakapapa

Who Are We: Ko Wai Maatou?

‘We are Ngaati Te Ata’.

Within the wider landscape of Taamaki Makaurau (Auckland) lay the settlements of the Te Waiohuria people (the original inhabitants). Members of the Tainui waka settled around the isthmus and began to intermarry with the ancestors of Te Waiohuria. It was this intermarriage and the development of other bonds between the people that settlement established.

Ngaati Te Ata descend from both groups. As the descendants (current generation) we are kaitiaki and we have inherent responsibilities to ensure that we can protect and preserve our taonga for future generations.

Whakapapa/Genealogy

Te Huakaiwaka = Rauwhakiwhaki

(Origin of Te Waiohua)

|

Huatau

|

Te Ata i Rehia = Tapaue

(Origin of Ngaati Te Ata) (Waikato Tainui)

*“Piki atu ki te taumata tapu o Oohinerau,
ka kite au i te mana, i te ihi o te whenua nei, noo ooku tuupuna.”
“I climb to the sacred summit of Oohinerau, to see and feel the lands of my ancestors.”*

Ngaati Te Ata Waiohua have had ongoing engagement and consultation regarding this application. Dilworth Trust Board (DTB) commenced engagement with Ngaati Te Ata Waiohua and several other manawhenua in December 2021. This was at the early inception of this project and DTB wanted to share the development intention, discuss ongoing involvement of manawhenua including Ngaati Te Ata Waiohua, and work through how to embed the cultural history and narrative into the development in a meaningful way.

This engagement has continued during the design process over the last couple of years with hui held to review design option locations, discuss the project in general and work together. We will continue to work with DTB to develop areas within the project where we can embed our designs, expressing and enriching the cultural landscape and other Maaori outcomes, and ensure native local planting is reintroduced.

Ngaati Te Ata Waiohua supports the following:

- *The proposal will contribute positively toward a well-functioning urban environment and is building a community within it.*
- *The proposal provides for increased residential density within proximity to New Market, which will in turn assisting with improving the functioning and vitality of the New Market Centre.*
- *The proposal will support local businesses.*
- *The proposal provides for increased residential density within proximity to several transport facilities, in turn assisting with improving the efficiency of infrastructure and public transport use.*
- *The proposal is an efficient use of land and infrastructure.*
- *The proposal comprises a high-quality design which will make a positive contribution to the surrounding area and be a significant improvement on the existing environment. As part of the design at ground floor level there will be design elements embedded which acknowledge, enrich, and reflect the cultural landscape. Ngaati Te Ata Waiohua will work with DTB and*

other manawhenua to embed cultural narrative within this space, creating a high-quality design outcome reflective of modern design and cultural history.

- *The site is able to accommodate the additional height proposed without significant adverse effects.*
- *The proposal provides additional and high-quality residential accommodation to increase the supply of housing in Auckland, and result in a number of social and economic benefits.*
- *With a parking ratio of less and one vehicle per unit, good bike storage capacity and given the sites central location, the proposal encourages a modal shift away from the private vehicle.*
- *The proposal encourages water conservation and re-use, reduces stormwater generation (through the increase of pervious areas from what exists onsite) and will result in a number of water quality improvements linking in with Taiao*
- *DTB and Jasmox's landscape architects have been working with rebuilding of Taiao. The proposal enhances biodiversity and will improve ecological corridors through the proposed extensive planting, comprising largely native species dominant within remnant forest in the area.*

We confirm we are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

We would do not wish to be heard in support of this submission.

Naaku noa, na



Karl Flavell
Manager Te Taiao
Ngaati Te Ata Waiohua
0279328998
karl_flavell@hotmail.com
c/- Po Box 437 Pukekohe 2340

Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 11 August 2023 11:01 pm
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16648] Submission

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: YICEN FAN

Organisation name:

Contact phone number: 0221589856

Email address: easonfan520@yahoo.com

Postal address:

34 Mauranui ave
Epsom
Auckland 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- 1.View/ Block the view of Mt Eden and the sunshine from afternoon.
- 2.Parking/ There's only 83 carpark for 191 residential, the on road parking will be overloaded.
- 3.The noise/ After the building is completed, there might cause more noise to our community.
- 4.The Value/ This project might reduce the value of our property.

What are the reasons for your submission?

I live close the project, which's probably only 20 meters close.

What decisions and amendments would you like the council to make?

Reduce the hight of the building and design more car park.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? Yes

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:



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Angelika Vaze

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent: Saturday, 12 August 2023 12:01 am
To: Central RC Submissions
Cc: jono@campbellbrown.co.nz
Subject: BUN60416582; LUC60416583; DIS60416584 [ID:16649] Submission
Attachments: J Braund submission on 74 and 80 Gt South Rd.docx

We have received a submission on the notified resource consent for 74 and 80 Great South Road, Remuera.

Details of submission

Notified resource consent application details

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Applicant email: jono@campbellbrown.co.nz

Application description: Development and use of two nine-storey mixed use buildings including residential (191 units), retail (2 units) and commercial (2 units) activities.
Stormwater discharge to land.

Submitter contact details

Full name: James Braund

Organisation name:

Contact phone number: 0272301774

Email address: j.braund@xtra.co.nz

Postal address:
5 Mauranui Avenue
Epsom
Auckland 1051

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I am deeply concerned by the height of the two proposed apartment blocks and how this will negatively impact views of and from nearby maunga: Ohinerau / Mount Hobson, Te Kōpuke / Mount St John, and Maungawhau / Mount Eden.

What are the reasons for your submission?

I am writing as a long-term nearby resident. Please see attached submission for a fuller statement.

What decisions and amendments would you like the council to make?

Ideally I would prefer the proposed development does not ahead. If it must proceed, however, I would prefer that the two apartment blocks are both greatly reduced in height.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

J Braund submission on 74 and 80 Gt South Rd.docx



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Submission on Resource Consent Application for 74 & 80 Great South Road

I thank Auckland Council for the opportunity to submit on the proposed apartment blocks on 74 and 80 Great South Road.

I have lived at 5 Mauranui Avenue for 59 of the last 60 years. Over these past six decades, I have become intimately acquainted with the immediate neighbourhood of the proposed apartment blocks at 74 and 80 Great South Road, as well as with the views of and from the three maunga that overlook this site: Ōhinerau / Mount Hobson, Te Kōpuke / Mount St John, and more distantly Maungawhau / Mount Eden.

I strenuously oppose the project proceeding in its current form.

I regard the height of the apartment buildings as being excessive for the immediate area of the site, and note that this is acknowledged on more than one occasion in the report issued by Campbell Brown of 15 March 2023 (pages, 24, 25, and 39).

I strongly disagree with the suggestion in the application that there will be no visual impact with regard to nearby maunga. I offer three arguments:

a/ One of the most precious views from Ōhinerau / Mount Hobson is the natural panorama afforded by the gap between the northern flank of Te Kōpuke / Mount St John and the southern flank of Maungawhau / Mount Eden. This view extends over Epsom towards Ōwairaka / Mt Albert and beyond that to the Waitākere Ranges in the far distance. **This view is uninterrupted from almost every point on the northern slope of Ōhinerau / Mount Hobson (i.e. that overlooking the southern motorway).** Seen from the eastern (harbour) edge of the Ōhinerau / Mount Hobson domain, Ōwairaka / Mt Albert comes into view shortly after entering the domain at Pere St off Remuera Rd. On entering the domain further to the west via the entrance at the southern end of MacMurray Rd, Ōwairaka / Mt Albert comes into view roughly a quarter of the way up the slope and remains in clear view from at least as far as the horizontal line of pohutukawa trees roughly four fifths of the way up the slope. **If the proposed apartment blocks at 74 and 80 Great South Road are allowed to proceed, that view into the gap between Te Kōpuke / Mount St John and Maungawhau / Mount Eden will be severely obstructed. The new buildings will interrupt the contour formed by the top of the Waitākere Ranges on the western horizon and completely obscure Ōwairaka / Mt Albert from almost all vantage points on the northern slope of Ōhinerau / Mount Hobson.**

b/ I note with some concern the comments on p. 23 of the Urban Design and Landscape Assessment where the author acknowledges that the view from Te Kōpuke / Mount St John is currently limited by vegetation but then concludes that the verticality of the buildings when viewed from above will not be obtrusive. Has any consideration been given as to what the natural view from that maunga might be, should the mature trees on the facing upper slopes be removed (either through natural attrition or through felling approved by the Tūpuna Maunga Authority)? Given that Te Kōpuke / Mount St John rises approx. 50 metres at most above the flat at its base, I am not entirely convinced that two

nearby apartment blocks each roughly 36 metres high would not represent some kind of visual obstruction of the view across to the North Shore.

c/ I am similarly sceptical about the claim also made on p. 23 of the Urban Design and Landscape Assessment that the proposed apartment buildings would not significantly affect the view from Maungawhau / Mount Eden. It is my estimate that when seen from a point on the road on the eastern slope of Maungawhau / Mount Eden next to the topmost point of the Eden Gardens, the apartment blocks on 74 and 80 Great South Road would obscure perhaps one quarter of the northern slope of Ōhinerau / Mount Hobson. Seen from the summit of Maungawhau / Mount Eden, that result would be somewhat reduced, but still quite pronounced.

James Braund, PhD

5 Mauranui Avenue

Epsom

Auckland 1051

email: j.braund@xtra.co.nz

11 August 2023



NGĀTI WHĀTUA ŌRĀKEI

www.ngatiwhatuaorakei.com

11 August 2023

Joel Buckingham
Asset Manager – Property
Dilworth Trust Board

Re: Dilworth Trust Board Build to Rent development – 76-80 Great South Road, Remuera

Tēnā koe Joel,

Thank you for engaging with Ngāti Whātua Ōrākei representatives Mervyn Kerehoma and Nick Hawke on behalf of Dilworth Trust board regarding the proposed Build to Rent development at 76-80 Great South Road, Remuera.

Ngāti Whātua Ōrākei supports this resource consent application, on the basis of our continued engagement and leadership in matters of tikanga and cultural practices as required across the length of the project. This may include, but is not limited to:

- Karakia and cultural induction prior to commencement of works.
- Cultural monitoring across the timeline of earthworks.
- Karakia and blessing of the project upon completion.

Ngā mihi,

Phil Wihongi

Ngāti Whātua Ōrākei: Whai Maia



Notified resource consent application details:

Property address: 74 and 80 Great South Road, Remuera

Application number: BUN60416582; LUC60416583; DIS60416584

Applicant name: Dilworth Trust Board

Application description: Development and use of two nine-story mixed-use buildings including residential (191 units), retail (2 units), and commercial (2 units) activities. Stormwater discharge to land.

This submission: supports the application in whole

Specify the aspects of the application you are submitting on:

To whom it may concern,

We, Chelsea Advisory are specialists Modular build-to-rent sector and we are writing to you in support of the Dilworth Trust Board Build-to-Rent scheme at 6-80 Great South Road, Epsom, Auckland 1051.

The build-to-rent sector is a growing trend in the real estate industry, as it seeks to address the needs of a rapidly changing housing market. Build-to-rent, or BTR, is a new model for developing residential rental property, in which the developer builds and owns the property and manages it as a rental business. BTR can help address the current housing crisis. As populations continue to grow in cities, there is a greater need for affordable housing. BTR can provide a solution to this by providing housing at a lower cost than traditional ownership models.

BTR can help to increase the supply of housing in a city, which assists in reducing housing shortages. From the perspective of the public, BTR can provide a more flexible and affordable option for living. Instead of having to secure a mortgage and commit to a long-term purchase, renters can choose to sign a short-term or long-term lease, making it easier to move if their circumstances change. Additionally, BTR can provide an affordable option for individuals who may not have the financial resources to purchase a home. This could help to make housing more accessible to those who may not have the means to purchase a home. Furthermore, BTR can provide more stability for renters, as they can be assured that their rent won't unexpectedly increase.

Regarding the Dilworth Trust Board Build-to-Rent scheme, we understand that the proposed development is a mixed-use project in a convenient and premium location, being near sought-after schools and local amenities. We are pleased to see that the proposal provides for increased residential density within

proximity to Newmarket, Epsom & Remuera, which will, in turn, will contribute positively toward a well-functioning urban environment.

We also appreciate that the proposal provides for increased residential density within proximity to several transport facilities, in turn assisting with improving the efficiency of infrastructure and public transport use. It will also support local businesses and provide additional and high-quality residential accommodation to increase the supply of housing in Auckland, and result in a number of social and economic benefits.

The proposal is an efficient use of land and infrastructure and comprises a high-quality design that will make a positive contribution to the surrounding area and be a significant improvement on the existing environment. The site is able to accommodate the additional height proposed without significant adverse effects and is designed in a manner that will not adversely affect neighbouring owners or occupiers.

The unit typology mix, scheme efficiency ratios, carpark availability and the level of amenity offered in the scheme are all excellent. The proposal encourages a modal shift away from the private vehicle, with a parking ratio of less than one vehicle per unit. We commend the proposal for its efficient use of land and infrastructure.

The Chelsea Advisory team is pleased to see a well thought out BTR scheme being brought to Auckland, which will be of benefit to both the residents of Auckland and the Dilworth Trust Board.

Warm regards,



Your Name
Director
Tonchi@chelseaadvisory.co.nz

D Tanner & Lynne Reindler Trustees Limited
27B Mauranui Avenue
Epsom
Auckland 1051

RE: RESOURCE CONSENT APPLICATION BUN60416582; LUC60416583; DIS60416584

As residents of the above address in Mauranui Avenue we have the following two concerns re the proposed buildings at 74 and 80 Great South Road.

1. Height of proposed two nine-storey buildings

Auckland Council height restrictions for a *Business Mixed Use Zone* is 15m (four-storey) which is in keeping with the other buildings in this block. The extra height of the proposed buildings will reduce privacy and sunlight to neighbouring buildings and increase wind funneling, noise and car parking in the surrounding streets.

2. Insufficient car parking provided for number of residential units

The developers are proposing 83 car parks for 191 residential units plus four retail units. We suspect that the number of people who will own and use cars will easily exceed the 83 car parks provided. So where will the extra cars be parked? Great South Road only has limited street parking available outside of peak hours. Mauranui Avenue has free parking which is well utilized by commuters using the train during business hours. Parking areas are not well defined, so are not used efficiently. Auckland Transport are proposing to set up a station for their buses and drivers to use at the Newmarket end of Mauranui Avenue which will further limit available parking.



D Tanner

On behalf of D Tanner & Reindler Trustees Limited

Submission on resource consent application

1.0 SUBMITTER DETAILS

Name of organisation or person(s) making the submission (please write all names in full)

D Tanner & Lynne Reindler Trustees Limited

Contact person for organisation

Daniel Tanner

Physical Address:

27B Mauranui Avenue, Epsom, Auckland

Postcode: 1051

Your postal address (if it is different from above)

Contact phone number(s)

021 751178

Your email:

danny@chevpac.co.nz

PRIVACY INFORMATION

The information you have provided on this form is required so that your submission can be processed under the Resource Management Act and statistics can be collected by the council. The information will be stored on a public register and held by the council. The details may also be made available to the public on the council's website.

These details are collected to inform the general public and community groups about all consents which have been issued through the council. If you would like to request access to, or correction of your details, please contact the council.

2.0 APPLICATION DETAILS

Application Number:

BUN60416582; LUC60416583; DIS60416584

Name of applicant: (please write all names in full)

Dilworth Trust Board

Address of proposed activity:

74 and 80 Great South Road

Postcode: 1051

Description of proposed activity

Construction and use of two nine-storey buildings with one basement parking level that contain a total of 191 residential units and four retail units with 83 car parking spaces and 193 bicycle parking spaces.

Submission requirements are overleaf

3.0 SUBMISSION DETAILS

My/our submission: (please tick one)

<input type="checkbox"/> Supports the application	<input checked="" type="checkbox"/> Opposes the application	<input type="checkbox"/> is Neutral regarding the application
---	---	---

The specific parts of the application to which my/our submission relates to are: (use additional pages if required.)

1. THE HEIGHT OF THE TWO PROPOSED BUILDINGS (19M) 9-STORIES
2. INSUFFICIENT CAR PARKS FOR NUMBER OF RESIDENTIAL UNITS

The reasons for my/our submission are: (use additional pages if required.)

THE HEIGHT OF THE BUILDINGS ARE NOT IN KEEPING WITH THE OTHER BUILDINGS IN THIS BLOCK AND WILL REDUCE PRIVACY, SUNLIGHT AND PARKING FOR NEIGHBOURING RESIDENTS. CAR PARKING IN MAURANUI STREET IS ALREADY UNDER STRESS DUE TO USAGE BY TRAIN COMMUTERS DURING THE WEEK.

The decision I/we would like the council to make is (including, if relevant, the parts of the application you wish to have amended and the general nature of any conditions sought. Use additional pages if required):

1. REDUCTION IN HEIGHT OF TWO PROPOSED BUILDINGS TO
2. INCREASE IN NUMBER OF CAR PARKS TO AT LEAST ONE PER UNIT

4.0 TRADE COMPETITION

I/we are not a trade competitor of the applicant. I/we are a trade competitor of the applicant, and: are directly affected by an effect of the proposed activity that adversely affects the environment, and that effect does not relate to trade competition or the effects of trade competition

5.0 SUBMISSION AT THE HEARING

I/we wish to speak in support of my/our submission.

I/we do not wish to speak in support of my/our submission.

If others make a similar submission, I/we will consider presenting a joint case with them at the hearing.

Signature 

Date: 1/8/2023.

Signature

Date:

IMPORTANT INFORMATION

The council must receive this submission before the date and time indicated. A copy of this submission must also be given as soon as reasonably practicable to the applicant at the applicant's address for service.

All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind as to whether you wish to attend the hearing, please phone the council so that the necessary arrangements can be made.

ATTACHMENT 7

Local board comments (email)

Angelika Vaze

From: Rex Smith (Albert-Eden Local Board Member)
Sent: Thursday, 17 August 2023 12:12 pm
To: Angelika Vaze
Cc: Mary Tolich; Margi Watson (Albert-Eden Local Board)
Subject: FW: Resource Consent applications information - Albert-Eden Local Board
Attachments: draft comments.74-80 Great South Rd, remuera v2.docx

Follow Up Flag: Follow up
Flag Status: Completed

Hi Angelika

I understand you are the planner dealing with 74-80 GSR

Please find attached our Board comments.

Would appreciate an up date on where the application is at in due course

Kind regards

Rex Smith
Albert-Eden Local Board
Mobile: 027 275 3094
Email: Rex.Smith@aucklandcouncil.govt.nz
Visit our website: www.aucklandcouncil.govt.nz

From: Rex Smith (Albert-Eden Local Board Member)
Sent: Wednesday, August 16, 2023 10:52 AM
To: jessica.hogan@aucklandcouncil.govt.nz
Cc: Mary Tolich <Mary.Tolich@aucklandcouncil.govt.nz>; Margi Watson (Albert-Eden Local Board) <Margi.Watson@aucklandcouncil.govt.nz>; Emma Reed <emma.reed@aucklandcouncil.govt.nz>
Subject: RE: Resource Consent applications information - Albert-Eden Local Board

Hi Jessica

Please find attached our Boards comments on LUC 60416583-74-80 Great South Road

We understand the application was to be publicly advertised and would appreciate an update on that process please

Many thanks

Kind regards

Rex Smith
Albert-Eden Local Board
Mobile: 027 275 3094
Email: Rex.Smith@aucklandcouncil.govt.nz
Visit our website: www.aucklandcouncil.govt.nz

From: Jessica Hogan <jessica.hogan@aucklandcouncil.govt.nz> **On Behalf Of** Application Request
Sent: Friday, March 24, 2023 3:20 PM
To: Mary Tolich <Mary.Tolich@aucklandcouncil.govt.nz>
Cc: Christina Robertson (Albert - Eden Local Board) <christina.robertson@aucklandcouncil.govt.nz>; Jack Tan (Albert-Eden Local Board Member) <jack.tan@aucklandcouncil.govt.nz>; José Fowler (Albert-Eden Local Board Member) <jose.fowler@aucklandcouncil.govt.nz>; Julia Maskill (Albert - Eden Local Board) <julia.maskill@aucklandcouncil.govt.nz>; Kendyl Smith (Albert - Eden Local Board) <kendyl.smith@aucklandcouncil.govt.nz>; Liv Roe (Albert-Eden Local Board Member) <liv.roe@aucklandcouncil.govt.nz>; Margi Watson (Albert-Eden Local Board) <Margi.Watson@aucklandcouncil.govt.nz>; Rex Smith (Albert-Eden Local Board Member) <rex.smith@aucklandcouncil.govt.nz>
Subject: RE: Resource Consent applications information - Albert-Eden Local Board

Kia ora,

Please see attached/via links below further information on your requested applications. If you have any problems with the links, viewing the documentation or if you require anything further/to be put in touch with the processing planner please do let us know.

LUC60416396 / SUB60416397 at 9A Tutuki Street Waterview Auckland 1026

Link: Architectural Plans.pdf" at: <https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:3bced0d8-079c-41fe-8d42-0d9a637ff4c7>

Scheme Plan.pdf" at: <https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:f08a6030-fb1d-4fba-9c0f-5b0a33399c34>

Assessment of Environmental Effects - 9-11 Tutuki.pdf" at:

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:78a12c3d-17c1-422c-8dcf-c5705c0c5c51>

DIS60416584 / LUC60416583 at 74 Great South Road REMUERA Auckland 1051

Link: AEE - 74 and 80 Great South Road Remuera.pdf" at:

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:2fbdc069-71a1-4525-9864-6863ce87af80>

Architectural and Landscape Plans Package.pdf" at:

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:64f95804-b578-4ef1-b8f0-0b1f0d7fb9ec>

LUC60416551 at 34 Ferryhill Road Epsom Auckland 1023

Link: AEE.pdf" at: <https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:8d1d29fd-c3c4-4af3-b5c0-cff46e89706b>

Plans.pdf" at: <https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:9d7ac030-598a-4d0d-8360-ed14f9c42f6>

TRE60416626 at 9 Boerne Street Mount Eden Auckland 1024

Link: TRE60416626_Map_image.pdf" at: <https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:69e351fd-f426-4ec2-9068-85d30819d4ec>

TRE60416626 Tree consent application.pdf" at:

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:8176cf17-8240-4d86-8363-cbe860575291>

WAT60416546 at 25 Mewburn Avenue Balmoral Auckland 1024

Link: Documents attached to email.

Kind regards

Jessica Hogan | Application Request/CVA Facilitation Team
Resource Consents Department / Te Kaunihera o Tāmaki Makaurau Auckland Council
Email: application_request@aucklandcouncil.govt.nz

✓Office/ Work From Home (WFH)

Mon	Tue	Wed	Thu	Fri
✓	WFH	✓	WFH	WFH

From: Mary Tolich <Mary.Tolich@aucklandcouncil.govt.nz>
Sent: Wednesday, 22 March 2023 11:51 am
To: Application Request <Application_Request@aucklandcouncil.govt.nz>
Cc: Christina Robertson (Albert - Eden Local Board) <christina.robertson@aucklandcouncil.govt.nz>; Jack Tan (Albert-Eden Local Board Member) <jack.tan@aucklandcouncil.govt.nz>; José Fowler (Albert-Eden Local Board Member) <jose.fowler@aucklandcouncil.govt.nz>; Julia Maskill (Albert - Eden Local Board) <julia.maskill@aucklandcouncil.govt.nz>; Kendyl Smith (Albert - Eden Local Board) <kendyl.smith@aucklandcouncil.govt.nz>; Liv Roe (Albert-Eden Local Board Member) <liv.roe@aucklandcouncil.govt.nz>; Margi Watson (Albert-Eden Local Board) <Margi.Watson@aucklandcouncil.govt.nz>; Rex Smith (Albert-Eden Local Board Member) <rex.smith@aucklandcouncil.govt.nz>
Subject: Resource Consent applications information - Albert-Eden Local Board

Kia ora

Can you please send all the information on the **Resource Consent applications for Albert-Eden Local Board**, as per the attached Weekly RC Lodged report for week 12 to 18 March 2023.

Please 'reply all' so that all members of the Albert-Eden Local Board may review.

thanks

Ngā mihi | Kind Regards
Mary

Mary Tolich | PA/Office Manager
Albert-Eden Local Board
Mobile: +64 21536276
Auckland Council, Albert-Eden Local Board, 114 Dominion Road, Mt Eden
Visit our Website: www.aucklandcouncil.govt.nz

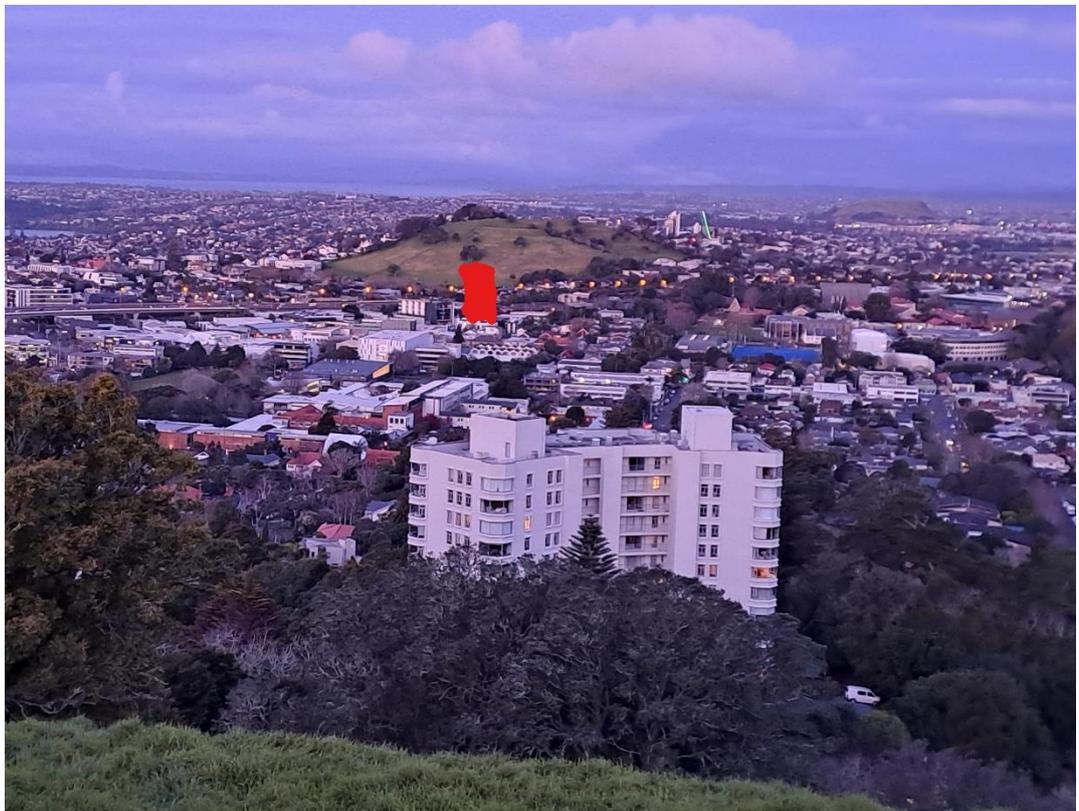
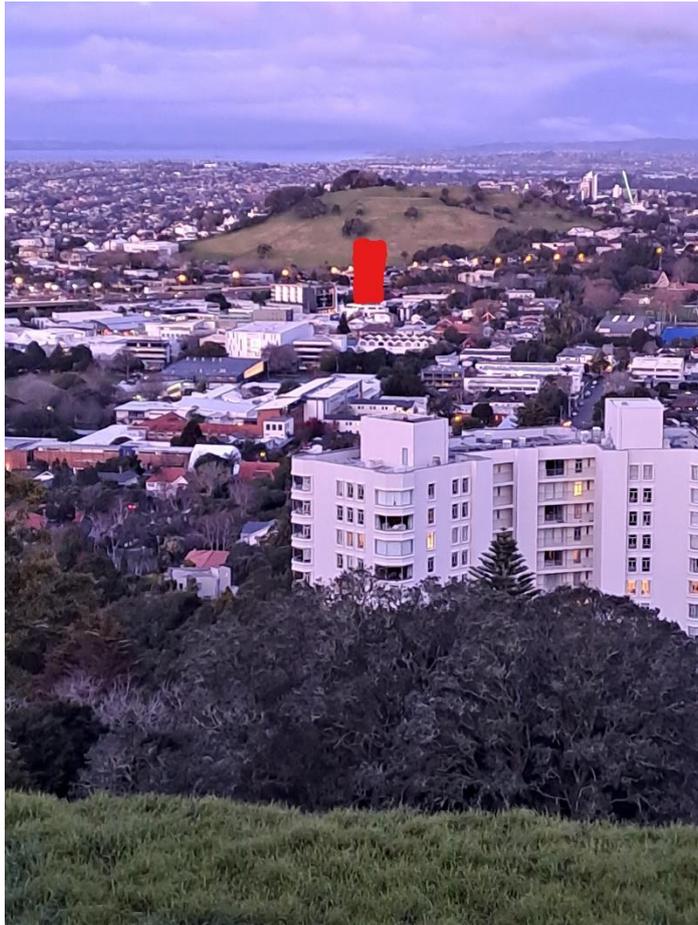


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Albert Eden Local Board comments on 74-80 Great South Rd, Remuera.

The Albert-Eden Local Board **oppose** the resource consent application and suggest it is declined in its entirety. We provide the following comments to justify our opinion:

1. Height. We note that the buildings range from 35.8m (the Maranui building) to 37.1m (GSR building).
 - a. The development exceeds the 18m permitted height significantly and creates significant negative impacts.
 - b. This height is out of context and scale with surrounding sites and will impact negatively on the sense of place and fit with the surrounding neighbourhood.
 - c. The buildings will be the highest in the area but they are not located within the Newmarket Town Centre.
 - d. The height, if approved will have implications for the wider precinct by setting a precedent. This will potentially have a domino effect on the zoning of surrounding sites and 'unravel' the existing zoning set out under the Auckland Unitary Plan
 - e. The height will create significant shading and impacts on local views.
2. Shading.
 - a. We note the excessive shading created by the height of the proposed buildings when compared with the shading created by an 18m building.
 - b. We note there is an effect in summer and a significant negative effect in winter.
 - c. We note the significant negative impacts on both public spaces being footpaths and roads, residential properties, commercial properties and to Diocesan School courts. We note that only one of the affected persons has provided written approval.
 - d. We note the negative impact shading can have on wellbeing and tree growth, especially in cooler seasons.
3. Landscape views.
 - a. We note the significant impact that the proposed building heights will have on the maunga to maunga views.
 - b. Although the sites are not in a volcanic viewshaft, the views from the tihī on Maungawhau to Ōhinerāu, and vice versa, are enjoyed by locals and visitors alike.
 - c. The views from the maunga across the city to other maunga are a unique experience and make Auckland a unique city in Aotearoa. They provide both an amenity and a sense of belonging. The Tupuna Maunga Authority are currently working on seeking UNESCO World Heritage status which is reserved for sites of outstanding universal value to humanity and as such, are protected for future generations to appreciate and enjoy. The destruction of the views from Maungawhau will be significant.
 - d. We note that in the 20th century two large developments have impacted views between maunga tihī ie. The Pines near Maungawhau and Greenlane Hospital near Maungakiekie. These developments would potentially not be approved if applied for in 2023, given the impacts on maunga views.





Views of proposed development from viewing platforms, Maungawhau/Mt Eden.

4. Flood plain and OFP.

- a. While we note the site was not impacted by the January 2023 flooding, and many other flood plain sites across the city were not, we are concerned that the Maraenui building sits within the flood plain and the western edge of the site is an overland floodpath.
- b. The below ground, stacker carpark will be at risk of significant flooding and a risk to human life. For that reason we do not support the proposed design.

5. Traffic effects

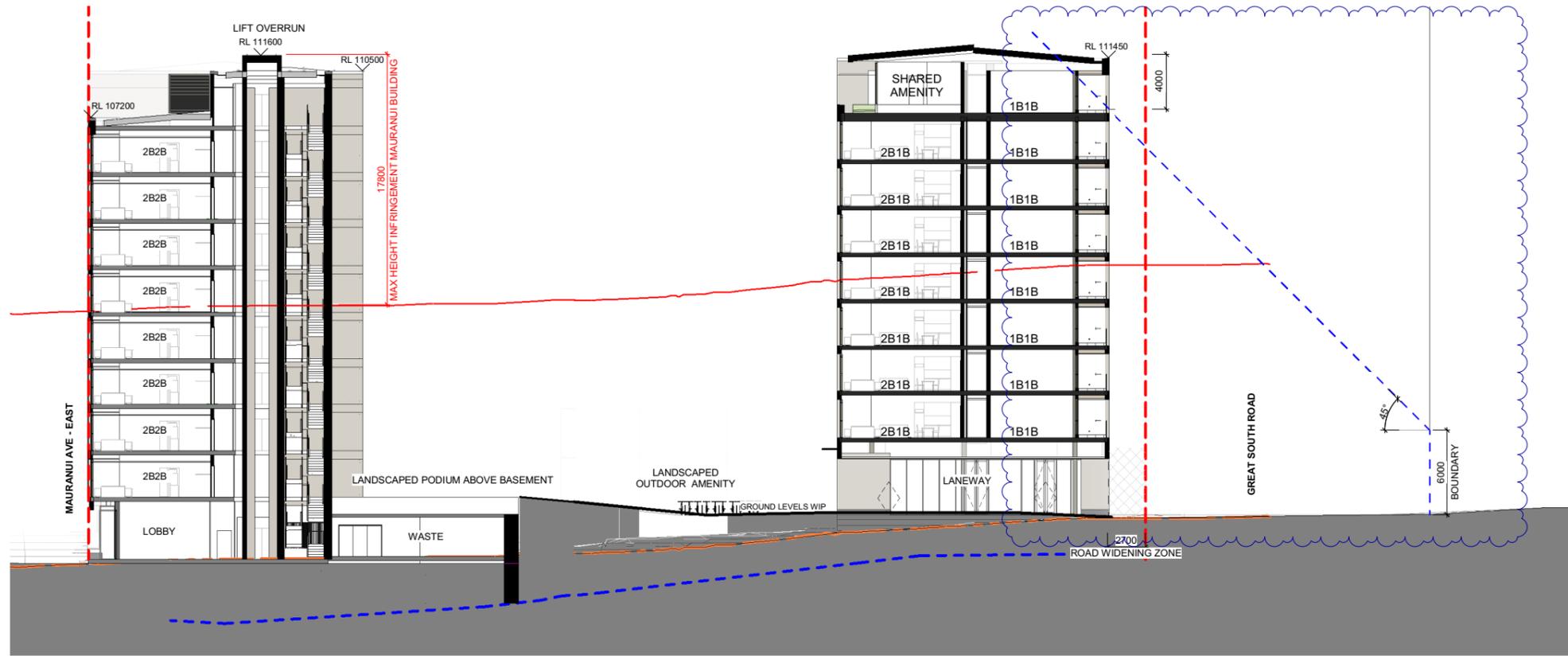
We note that the traffic assessment provided is dated 2019. This highlighted a peak flow of 12-1400 vehicles which is likely to have increased since. While ingress and egress to the site can be mitigated, right turn from Maraenui to GSR is very congested at peak and will be made more congested by this proposal.

Rex Smith (Albert-Eden Local Board Member)

ATTACHMENT 8

Post-notification information

Revisions		
A	RESOURCE CONSENT	03/02/2023
B	RESOURCE CONSENT	10/08/2023



1 1 : 200 Section
RC-010 | SITE WIDE - SECTION 1

2 1 : 200 Section
RC-010 | SITE WIDE - SECTION 2

SECTION KEY	
- - - - -	18M ROLLING HEIGHT PLANE
- - - - -	EXISTING TOPOGRAPHY
- - - - -	APPROXIMATE BASALT LAYER

Notes

If there are any discrepancies in the documents please seek clarification before proceeding with any work.
No building work shall proceed until Building Consent has been granted for the work described.

JASMAX

Client
Dilworth Trust Board

Consultant Team
 Enovate
Structural Engineer
 Cosgroves
Services (MEP) Engineers
 Earcon
Acoustic Engineer
 Blue Barn
Civil Engineer

Project Number: 220210

Project Stellar
76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
SITEWIDE - SECTIONS 2

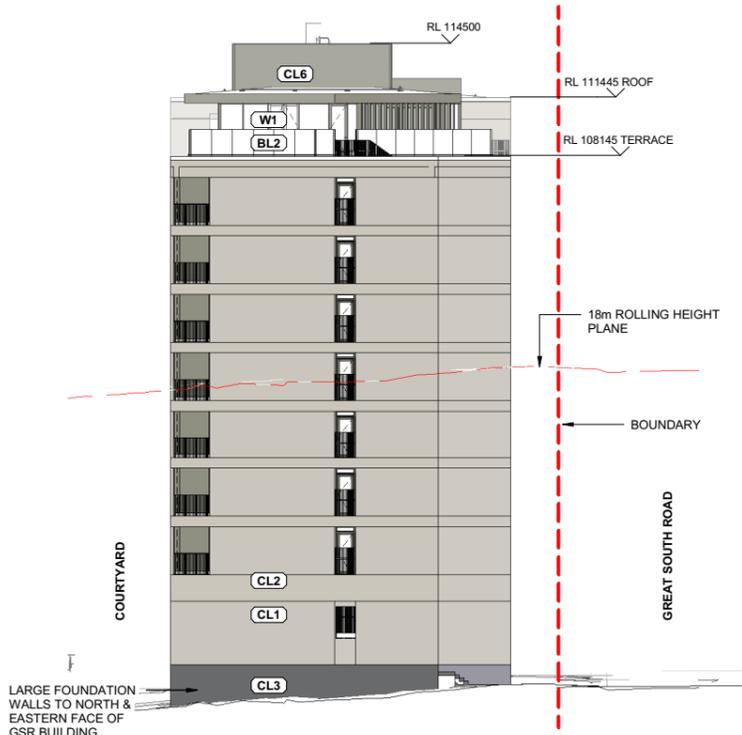
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ARCHITECTURAL
 Drawing Number Revision
RC-031 **(B)**

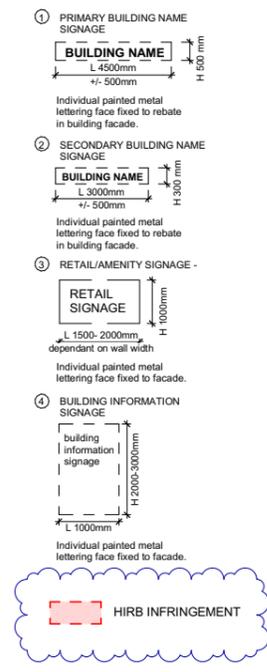
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1 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - WEST ELEVATION - RC

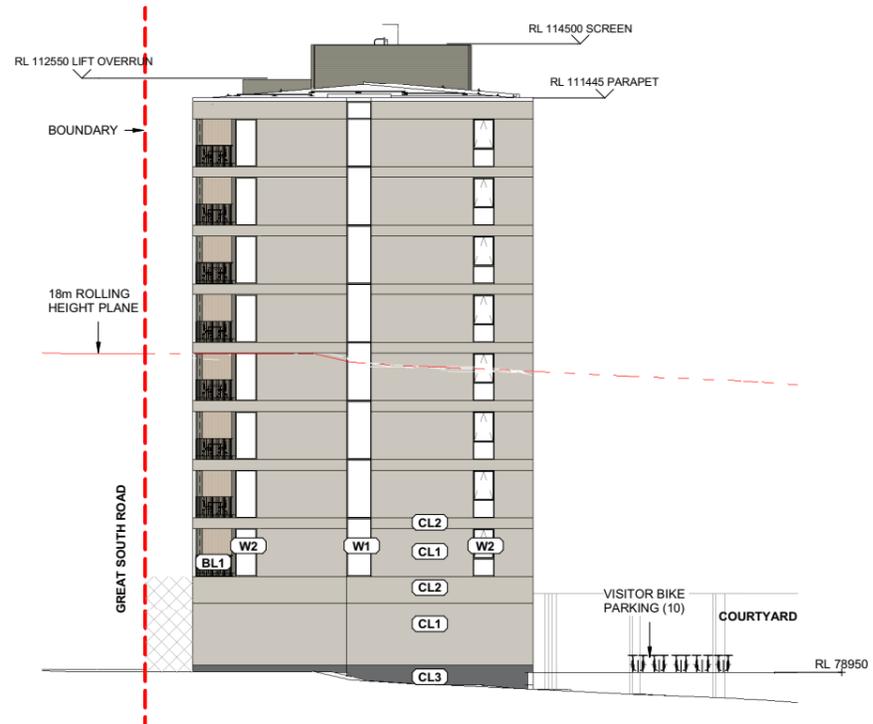


2 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - NORTH ELEVATION - RC

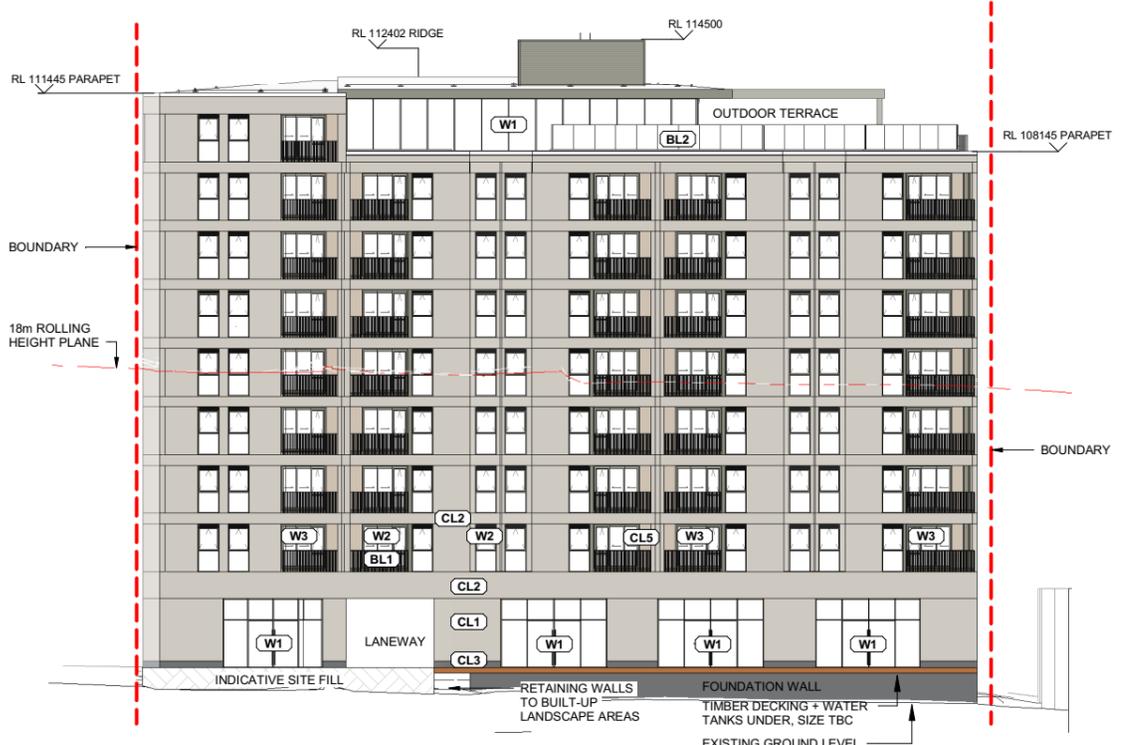


Revisions

A	RESOURCE CONSENT	03/02/2023
B	RESOURCE CONSENT	15/08/2023



3 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - SOUTH ELEVATION - RC



4 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - EAST ELEVATION - RC

MATERIALS FINISHES LEGEND

CL1 BRICK VENEER ON TIMBER FRAME - RUNNING BOND	W1 COMMERCIAL GLAZING SYSTEM
CL2 BRICK VENEER ON TIMBER FRAME - SOLDIER COURSE	W2 RESIDENTIAL GLAZING
CL3 CONCRETE WALL WITH DARK HONED FINISH	W3 SLIDING GLAZED DOORS
CL4 ALUMINIUM PANEL ON TIMBER FRAME	W4 WINTER GARDEN GLAZING
CL5 WOOD COMPOSITE CLADDING PANEL	BL1 ALUMINIUM FIN BALUSTRADE
CL6 ALUMINIUM LOUVRE	BL2 GLASS BALUSTRADE
	BL3 MESH BALUSTRADE

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JASMAX

Client
 Dilworth Trust Board

Consultant Team
 Enovate Structural Engineer
 Cosgroves Services (MEP) Engineers
 Earcon Acoustic Engineer
 Blue Barn Civil Engineer

Project Number: 220210
Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

SHEET
SITEWIDE - ELEVATIONS 1

SCALE @ A1= 1 : 200

ARCHITECTURAL

Drawing Number
RC-020

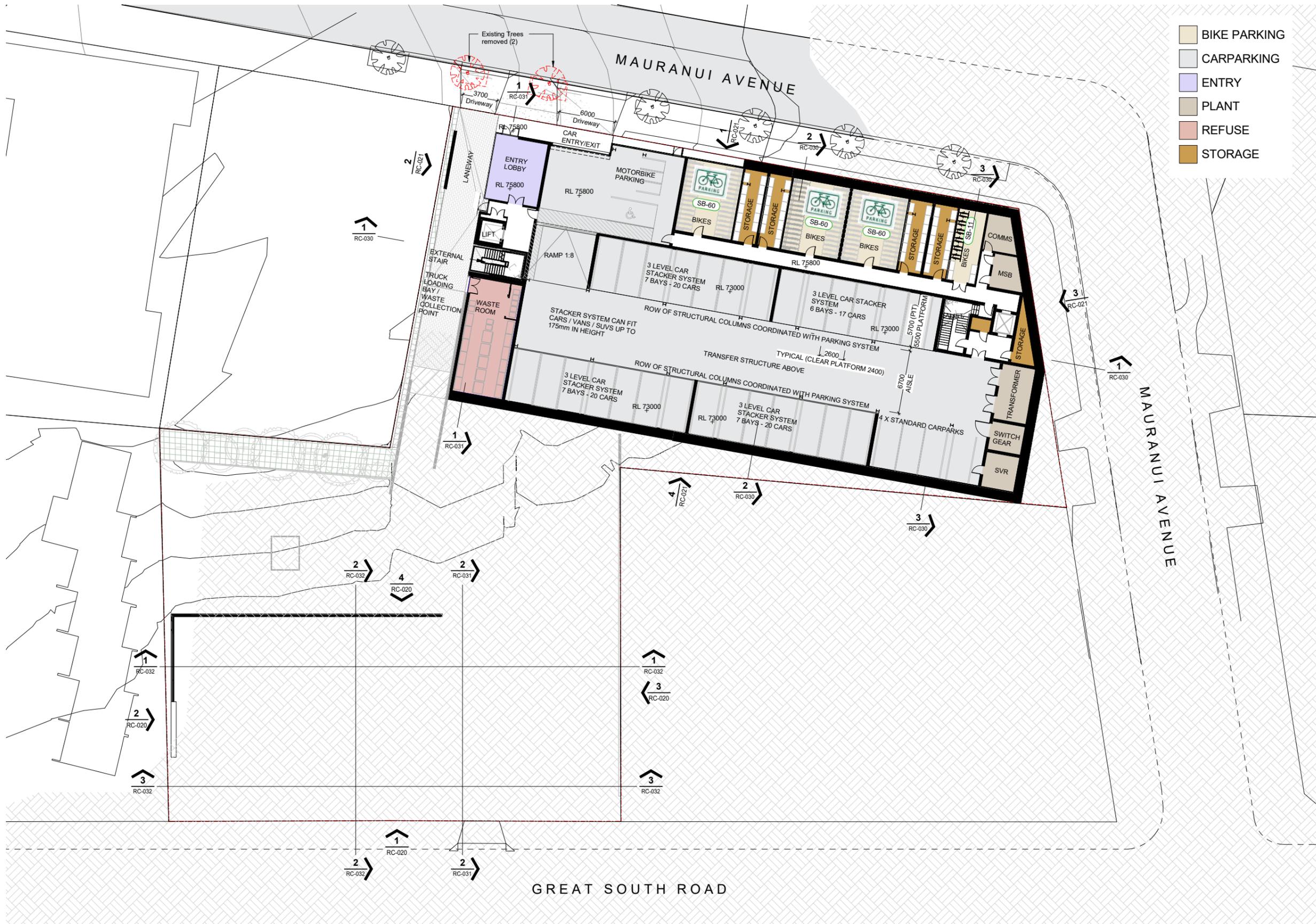
Revision
(B)

ATTACHMENT 9

Final drawing set (as referenced in Condition 1)

Issued Drawing Sheet List		
Sheet Number	Sheet Name	Rev
RC - Resource Consent		
RC-001	COVERSHEET RESOURCE CONSENT	A
RC-010	SITEWIDE - PLAN LEVEL B1	A
RC-011	SITEWIDE - PLAN LEVEL 00	A
RC-012	SITEWIDE - PLAN LEVEL 01-07 TYPICAL	A
RC-013	SITEWIDE - PLAN LEVEL 08	A
RC-014	SITEWIDE - PLAN ROOF	A
RC-020	SITEWIDE - ELEVATIONS 1	A
RC-021	SITEWIDE - ELEVATIONS 2	A
RC-030	SITEWIDE - SECTIONS 1	A
RC-031	SITEWIDE - SECTIONS 2	A
RC-032	SITEWIDE - SECTIONS 3	A
RC-040	APARTMENT TYPOLOGY PLANS	A
RC-041	APARTMENT TYPOLOGY PLANS	A
RC-045	SOLAR STUDY - EQUINOX - EMPTY SITE	A
RC-046	SOLAR STUDY - EQUINOX - 18m	A
RC-047	SOLAR STUDY - EQUINOX - 21m	A
RC-048	SOLAR STUDY - EQUINOX - PROPOSED	A
RC-049	SOLAR STUDY - WINTER - EMPTY SITE	A
RC-050	SOLAR STUDY - WINTER - 18m	A
RC-051	SOLAR STUDY - WINTER - 21m	A
RC-052	SOLAR STUDY - WINTER - PROPOSED	A
RC-053	SOLAR STUDY - SUMMER - EMPTY SITE	A
RC-054	SOLAR STUDY - SUMMER - 18m	A
RC-055	SOLAR STUDY - SUMMER - 21m	A
RC-056	SOLAR STUDY - SUMMER - PROPOSED	A
RC-057	SOLAR STUDY - SUPPLEMENTRY INFORMATION	A
RC-058	SOLAR STUDY - BLOCK A - EQUINOX - 18m MASS	A
RC-059	SOLAR STUDY - BLOCK A - EQUINOX - 21m MASS	A
RC-060	SOLAR STUDY - BLOCK A - EQUINOX - STELLAR	A
RC-061	SOLAR STUDY - BLOCK A - EQUINOX - COMPARSION	A
RC-062	SOLAR STUDY - BLOCK A - WINTER - 18m MASS	A
RC-063	SOLAR STUDY - BLOCK A - WINTER - 21m MASS	A
RC-064	SOLAR STUDY - BLOCK A - WINTER - STELLAR	A
RC-065	SOLAR STUDY - BLOCK A - WINTER - COMPARSION	A
RC-066	SOLAR STUDY - BLOCK A - SUMMER - 18m MASS	A
RC-067	SOLAR STUDY - BLOCK A - SUMMER - 21m MASS	A
RC-068	SOLAR STUDY - BLOCK A - SUMMER - STELLAR	A
RC-069	SOLAR STUDY - BLOCK B - EQUINOX - 18m MASS	A
RC-070	SOLAR STUDY - BLOCK B - EQUINOX - 21m MASS	A
RC-071	SOLAR STUDY - BLOCK B - EQUINOX - STELLAR	A
RC-072	SOLAR STUDY - BLOCK B - WINTER - 18m MASS	A
RC-073	SOLAR STUDY - BLOCK B - WINTER - 21m MASS	A
RC-074	SOLAR STUDY - BLOCK B - WINTER - STELLAR	A
RC-075	SOLAR STUDY - BLOCK B - WINTER - COMPARSION	A
RC-076	SOLAR STUDY - BLOCK B - SUMMER	A
RC-080	LANDSCAPE GENERAL ARRANGEMENT PLAN	A
RC-081	LANDSCAPE PLANTING STRATEGY	A
RC-082	PLANTING SCHEDULE SHEET 1	A
RC-083	PLANTING SCHEDULE SHEET 2	A
RC-084	LEVELS & DRAINAGE STRATEGY	A
RC-085	FENCING & RETAINING STRATEGY	A
RC-086	FENCE TYPES	A
RC-087	LIGHTING STRATEGY	A
RC-088	LANDSCAPE ELEVATIONS SHEET 1	A
RC-089	LANDSCAPE ELEVATIONS SHEET 2	A
RC-090	LANDSCAPE SECTIONS	A
RC-091	TREE PLANTING DETAILS	A





- BIKE PARKING
- CARPARKING
- ENTRY
- PLANT
- REFUSE
- STORAGE

Revisions
 A RESOURCE CONSENT 03/02/2023

Notes

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JASMAX

Client
 Dilworth Trust Board

Consultant Team
 Enovate Structural Engineer
 Cosgroves Services (MEP) Engineers
 Earcon Acoustic Engineer
 Blue Barn Civil Engineer

Project Number: 220210

Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
 SITEWIDE - PLAN LEVEL B1

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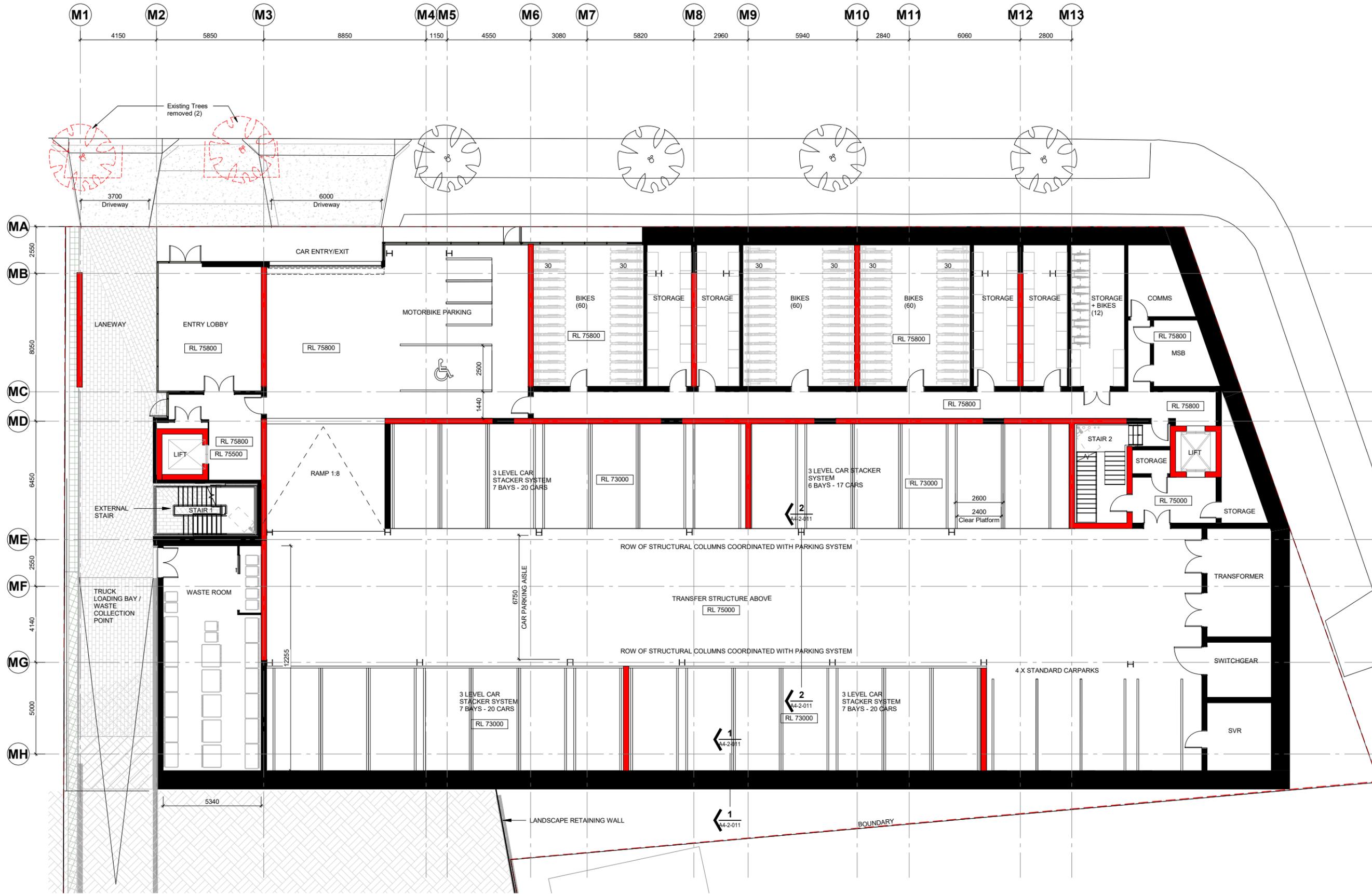


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Drawing Number Revision
RC-010 **A**

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BIKE PARKING	
SB-XX	SECURE BIKE RACKS - DOUBLE STACKED TOTAL = 191
SB-1	SECURE BIKE SPACE TO BE PROVIDED IN FITOUT TOTAL = 2
VB-XX	VISITOR BIKE RACKS - EXTERNAL HOOPS TOTAL = 11



Revisions

A	50% PRELIMINARY DESIGN	01/04/2022
B	PRELIMINARY DESIGN	30/05/2022
C	RESOURCE CONSENT	10/05/2023

Notes

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Project Number: 220210

Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
 MAURANUI - PLAN LEVEL B1

SCALE @ A1= 1: 100



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Drawing Number: A1-2-099 Revision: C

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- COMMERCIAL
- ENTRY
- F+B
- PLANT
- REFUSE
- RETAIL
- STORAGE
- TYPE B - STUDIO
- TYPE D - 2B1B
- TYPE E - 2B2B
- TYPE F - 2B2B

Revisions
 A RESOURCE CONSENT 03/02/2023

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 Project Stellar

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Sheet
 SITEWIDE - PLAN LEVEL 00

SCALE @ A1= 1 : 200



ARCHITECTURAL
 Drawing Number Revision
 RC-011 A

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OUTLOOK KEY

6000
 4000 = PRINCIPAL LIVING OUTLOOK CLEARANCE

3000
 3000 = BEDROOM OUTLOOK CLEARANCE

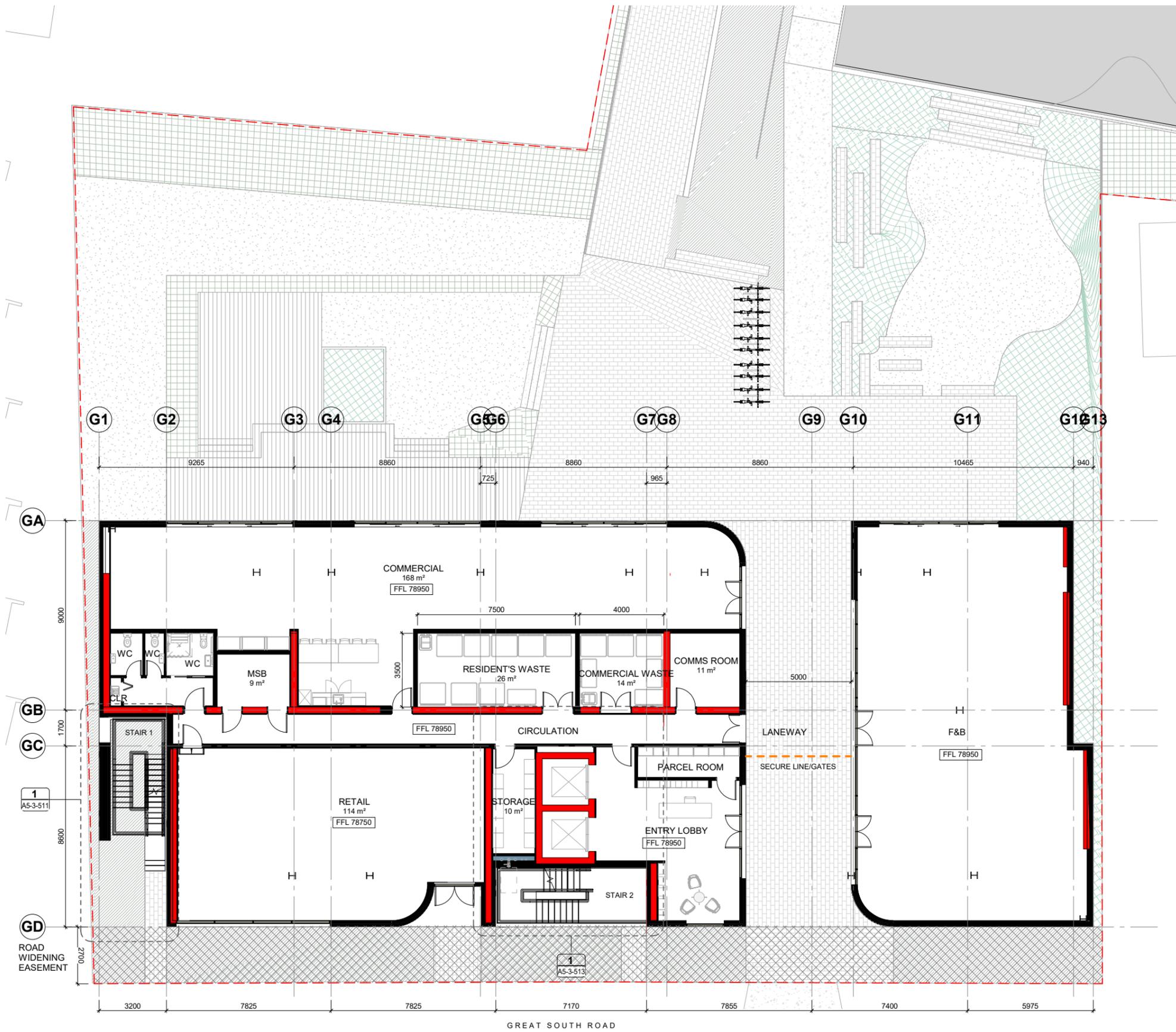
= INFRINGEMENT

BIKE PARKING

SB-XX SECURE BIKE RACKS - DOUBLE STACKED
 TOTAL = 191

SB-1 SECURE BIKE SPACE TO BE PROVIDED IN FITOUT
 TOTAL = 2

VB-XX VISITOR BIKE RACKS - EXTERNAL HOOPS
 TOTAL = 11



Revisions

Revision	Description	Date
A	50% PRELIMINARY DESIGN	01/04/2022
B	PRELIMINARY DESIGN	30/05/2022
C	RESOURCE CONSENT	10/05/2023

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 Civil Engineer

Project Number: 220210
 Project Stellar

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Sheet
 GREAT SOUTH RD - PLAN LEVEL 00

SCALE @ A1= 1: 100



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Drawing Number: A1-3-100 Revision: C

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- STORAGE
- TYPE A - STUDIO
- TYPE B - STUDIO
- TYPE C - 1B1B
- TYPE D - 2B1B
- TYPE E - 2B2B
- TYPE F - 2B2B
- TYPE G - 2B2B
- TYPE H - 3B2B

Revisions
 A RESOURCE CONSENT 03/02/2023

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 Services (MEP) Engineers
 Earcon
 Acoustic Engineer
 Blue Barn
 Civil Engineer

Project Number: 220210

Project Stellar

76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
 SITEWIDE - PLAN LEVEL 01-07 TYPICAL

SCALE @ A1= 1 : 200

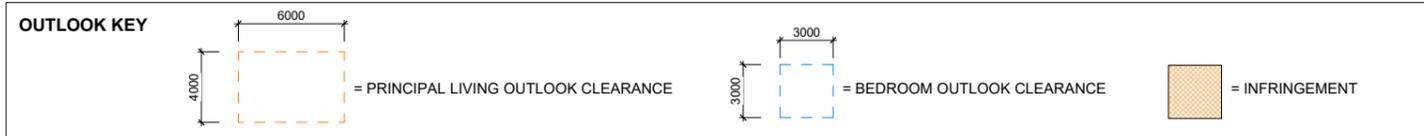


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Drawing Number Revision

RC-012 A

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- SHARED AMENITY
- STORAGE
- TYPE A - STUDIO
- TYPE C - 1B1B
- TYPE D - 2B1B
- TYPE E - 2B2B
- TYPE F - 2B2B
- TYPE I - 3B2B

Revisions
 A RESOURCE CONSENT 03/02/2023

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 Cosgroves
 Services (MEP) Engineers
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 Acoustic Engineer
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 Civil Engineer

Project Number: 220210

Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
 SITEWIDE - PLAN LEVEL 08

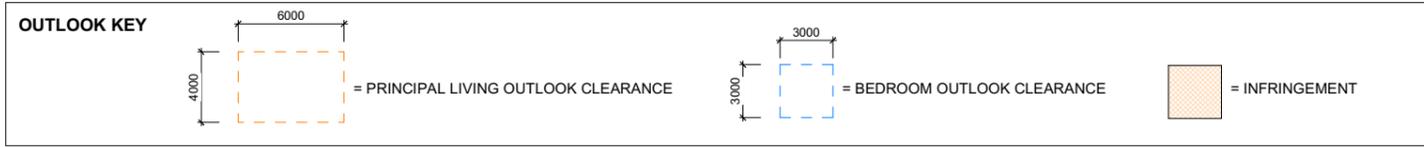
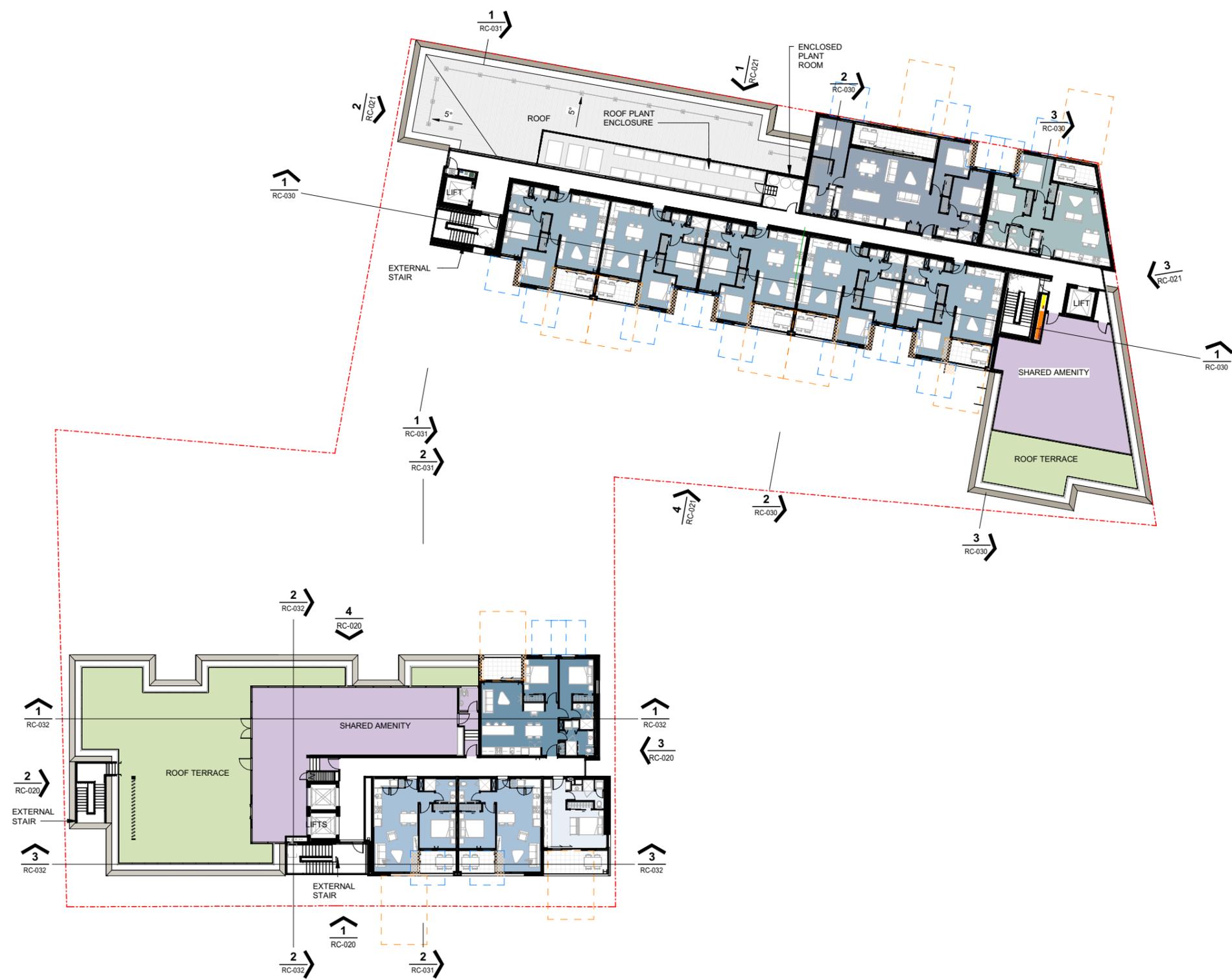
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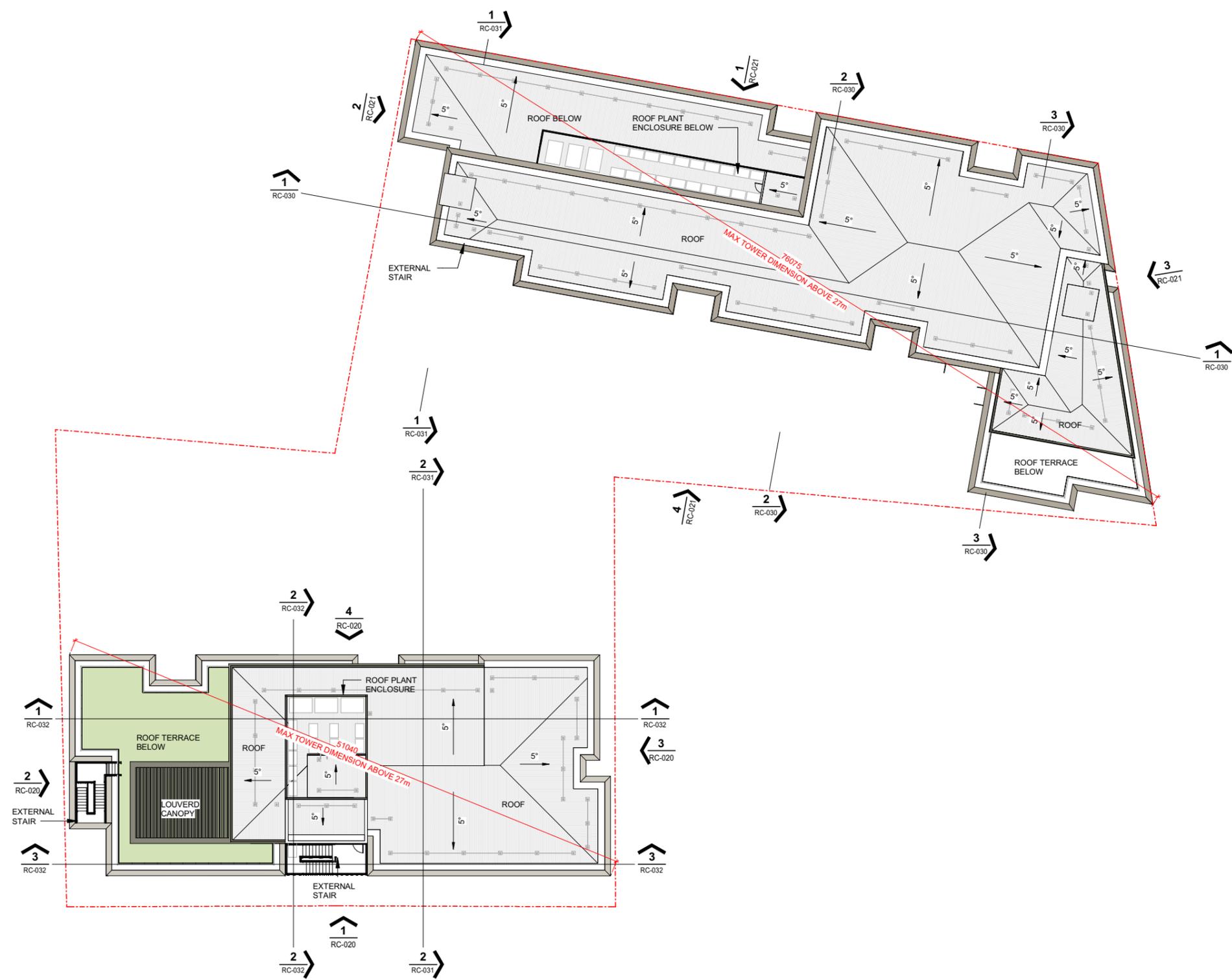


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 Cosgroves Services (MEP) Engineers
 Earcon Acoustic Engineer
 Blue Barn Civil Engineer

Project Number: 220210
 Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
 SITEWIDE - PLAN ROOF

SCALE @ A1= 1 : 200

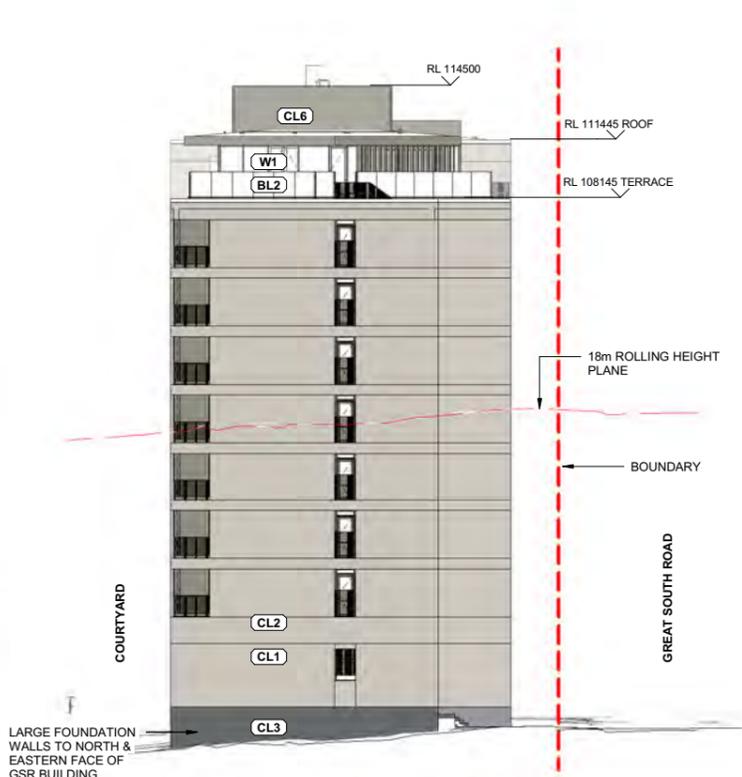


ARCHITECTURAL
 Drawing Number Revision
 RC-014 A

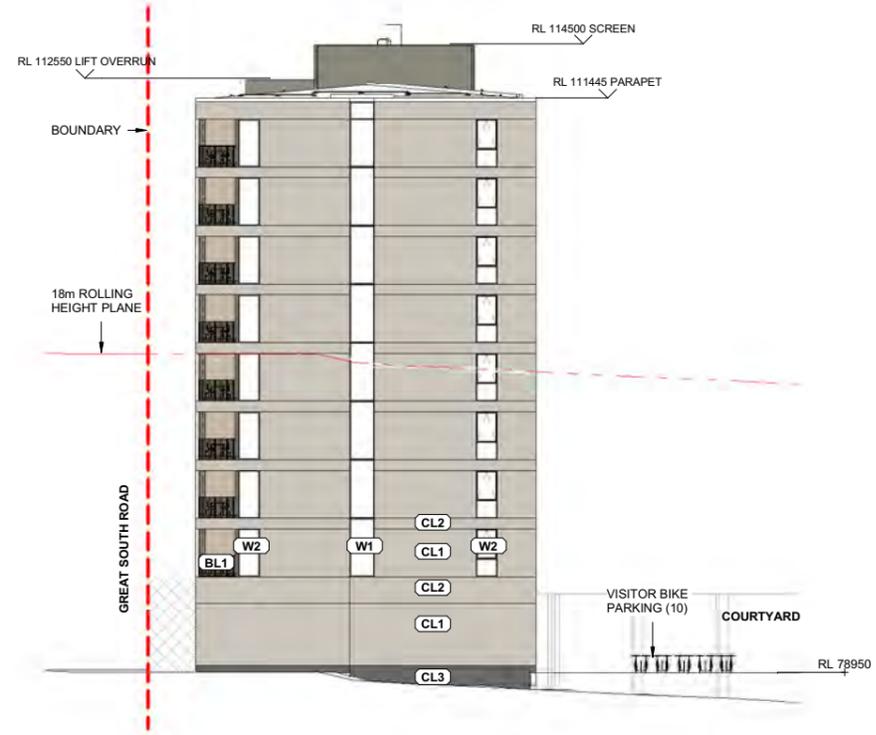
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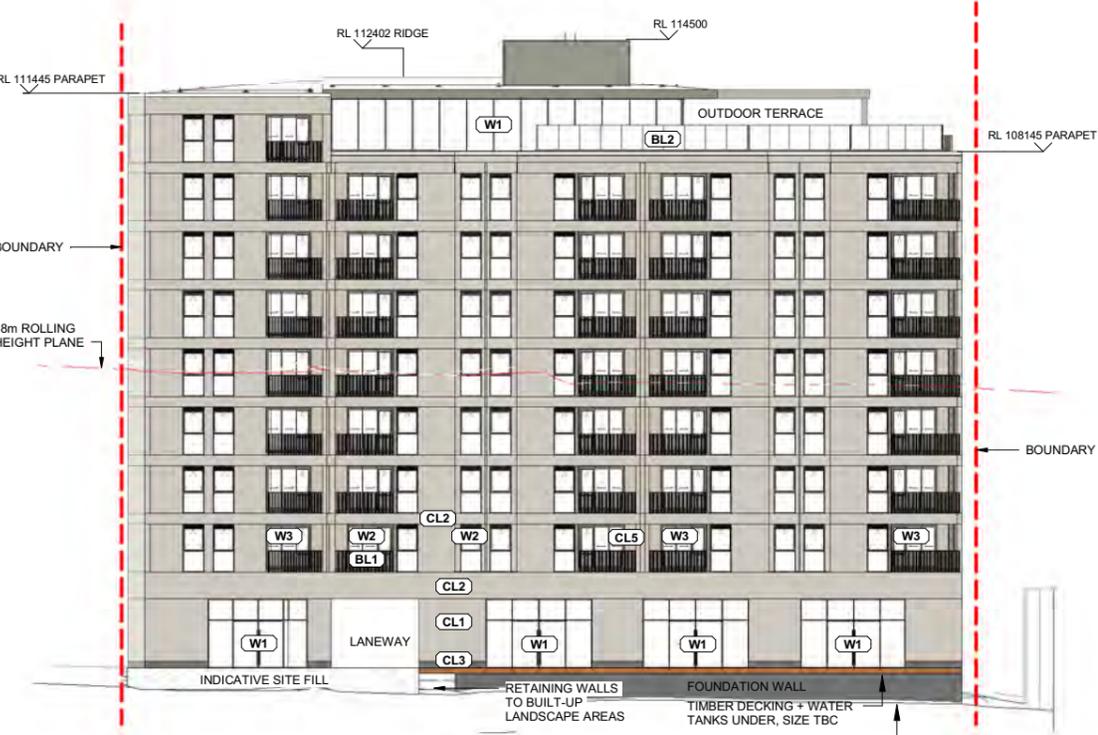
1 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - WEST ELEVATION - RC



2 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - NORTH ELEVATION - RC



3 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - SOUTH ELEVATION - RC



4 | 1 : 200 Elevation
 RC-010 | GREAT SOUTH ROAD BLDG - EAST ELEVATION - RC

- ① PRIMARY BUILDING NAME SIGNAGE
 BUILDING NAME
 L 4500mm
 +/- 500mm
 H 500 mm
 Individual painted metal lettering face fixed to rebate in building facade.
 - ② SECONDARY BUILDING NAME SIGNAGE
 BUILDING NAME
 L 3000mm
 +/- 500mm
 H 300 mm
 Individual painted metal lettering face fixed to rebate in building facade.
 - ③ RETAIL/AMENITY SIGNAGE -
 RETAIL SIGNAGE
 L 1500-2000mm
 H 300mm
 dependent on wall width
 Individual painted metal lettering face fixed to facade.
 - ④ BUILDING INFORMATION SIGNAGE
 building information signage
 L 2000-3000mm
 H 200-300mm
 L 1000mm
 Individual painted metal lettering face fixed to facade.
- HIRB INFRINGEMENT

Revisions

A	RESOURCE CONSENT	03/02/2023
B	RESOURCE CONSENT	15/08/2023

Notes

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 - Blue Barn Civil Engineer

Project Number: 220210

Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
 SITEWIDE - ELEVATIONS 1

SCALE @ A1= 1 : 200

MATERIALS FINISHES LEGEND

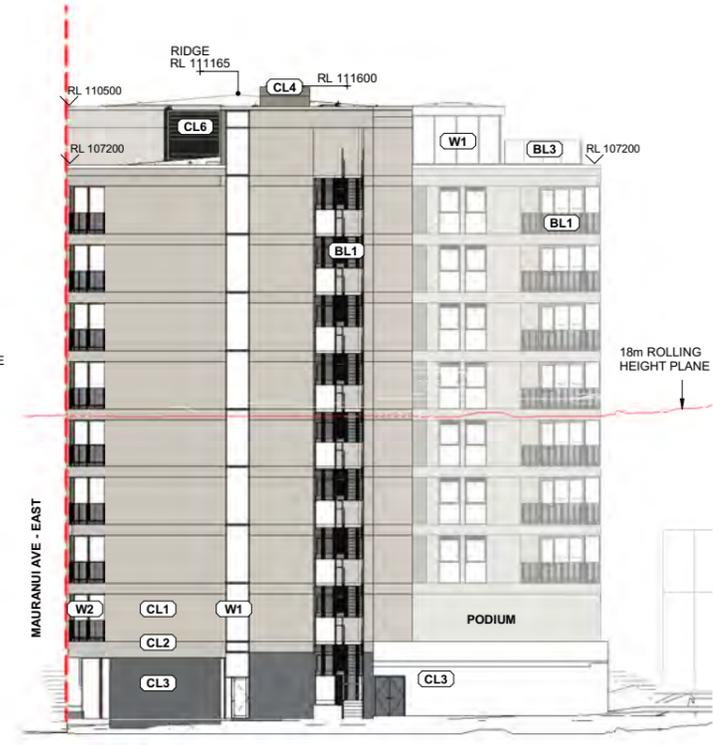
CL1	BRICK VENEER ON TIMBER FRAME - RUNNING BOND	W1	COMMERCIAL GLAZING SYSTEM
CL2	BRICK VENEER ON TIMBER FRAME - SOLDIER COURSE	W2	RESIDENTIAL GLAZING
CL3	CONCRETE WALL WITH DARK HONED FINISH	W3	SLIDING GLAZED DOORS
CL4	ALUMINIUM PANEL ON TIMBER FRAME	W4	WINTER GARDEN GLAZING
CL5	WOOD COMPOSITE CLADDING PANEL	BL1	ALUMINIUM FIN BALUSTRADE
CL6	ALUMINIUM LOUVRE	BL2	GLASS BALUSTRADE
		BL3	MESH BALUSTRADE

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 RC-020

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1 | 1:200 Elevation
RC-010 MAURANUI BLDG - EAST ELEVATION - RC



2 | 1:200 Elevation
RC-010 MAURANUI BLDG - NORTH ELEVATION - RC

- ① PRIMARY BUILDING NAME SIGNAGE
 BUILDING NAME
 L 4500mm
 +/- 500mm
 H 500mm
 Individual painted metal lettering face fixed to rebate in building facade.
- ② SECONDARY BUILDING NAME SIGNAGE
 BUILDING NAME
 L 3000mm
 +/- 500mm
 H 300mm
 Individual painted metal lettering face fixed to rebate in building facade.
- ③ RETAIL/AMENITY SIGNAGE -
 RETAIL SIGNAGE
 L 1500-2000mm
 H 1000mm
 dependant on wall width
 Individual painted metal lettering face fixed to facade.
- ④ BUILDING INFORMATION SIGNAGE
 building information signage
 L 2000-3000mm
 H 1000mm
 Individual painted metal lettering face fixed to facade.

Revisions
A RESOURCE CONSENT 03/02/2023

Notes



3 | 1:200 Elevation
RC-010 MAURANUI BLDG - SOUTH ELEVATION - RC



4 | 1:200 Elevation
RC-010 MAURANUI BLDG - WEST ELEVATION - RC

MATERIALS FINISHES LEGEND			
CL1	BRICK VENEER ON TIMBER FRAME - RUNNING BOND	W1	COMMERCIAL GLAZING SYSTEM
CL2	BRICK VENEER ON TIMBER FRAME - SOLDIER COURSE	W2	RESIDENTIAL GLAZING
CL3	CONCRETE WALL WITH DARK HONED FINISH	W3	SLIDING GLAZED DOORS
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CL5	WOOD COMPOSITE CLADDING PANEL	BL1	ALUMINIUM FIN BALUSTRADE
CL6	ALUMINIUM LOUVRE	BL2	GLASS BALUSTRADE
		BL3	MESH BALUSTRADE

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Project Number: 220210
Project Stellar

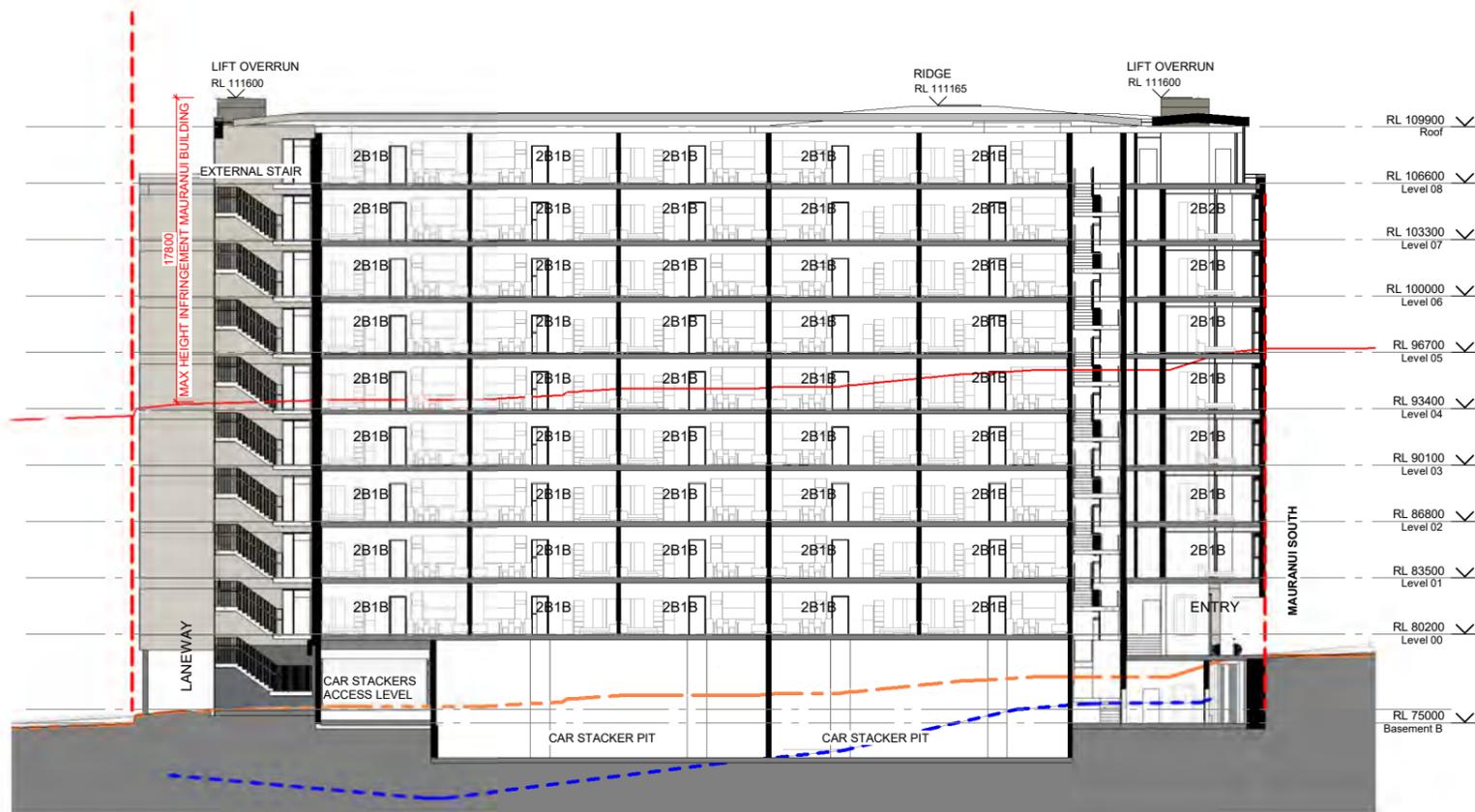
76 & 80 Great South Road, Epsom, Auckland 1051

SHEET
SITEWIDE - ELEVATIONS 2

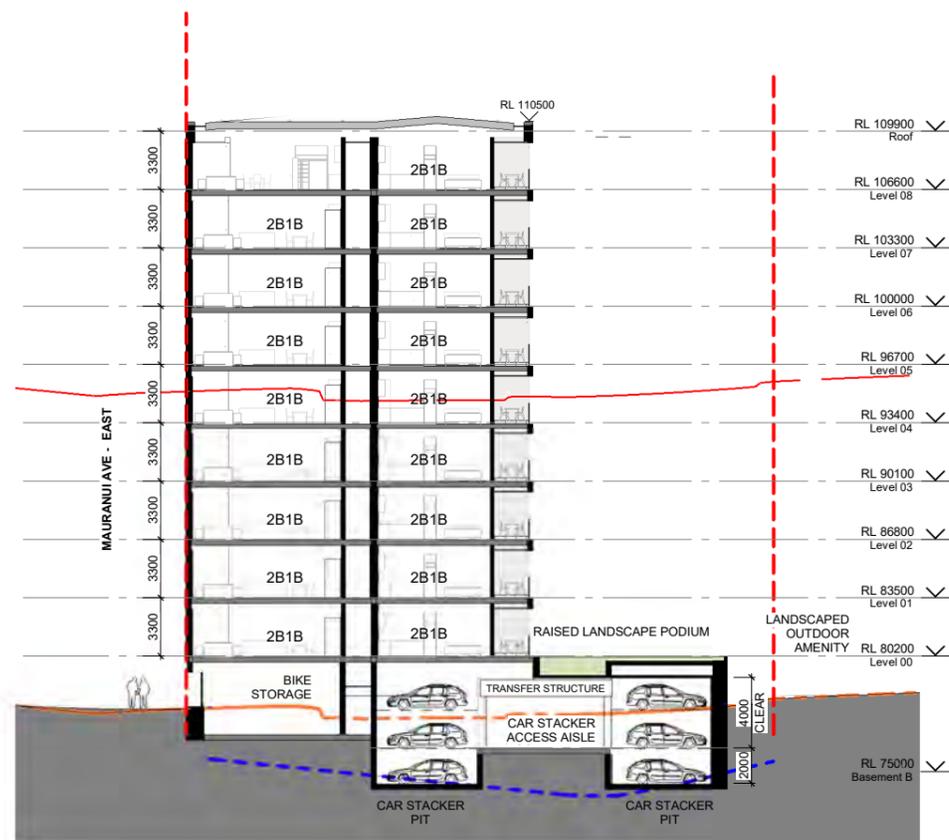
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ARCHITECTURAL
Drawing Number Revision
RC-021 (A)

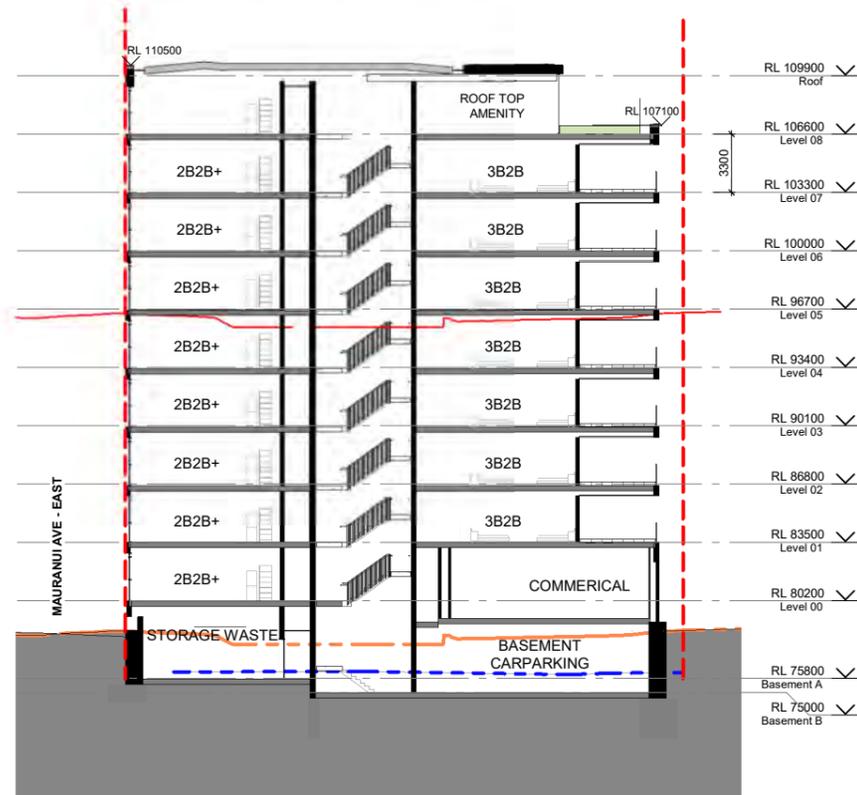
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1 | 1:200 Section
RC-010 MAURANUI - SECTION 1



2 | 1:200 Section
RC-010 MAURANUI - SECTION 2



3 | 1:200 Section
RC-010 MAURANUI - SECTION 3

SECTION KEY	
- - - - -	18M ROLLING HEIGHT PLANE
- - - - -	EXISTING TOPOGRAPHY
- - - - -	APPROXIMATE BASALT LAYER

Revisions
A RESOURCE CONSENT 03/02/2023

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Earcon Acoustic Engineer
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Project Number: 220210

Project Stellar
76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
SITEWIDE - SECTIONS 1

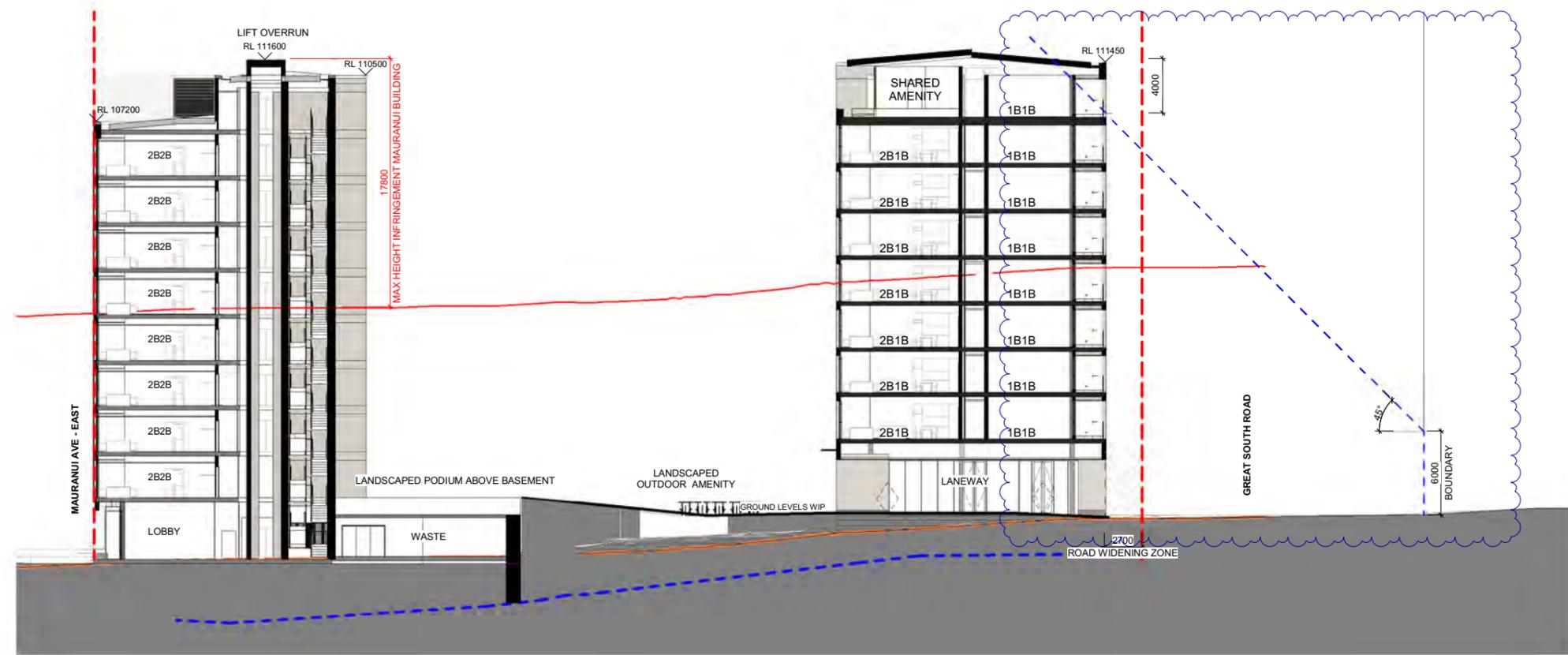
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ARCHITECTURAL
Drawing Number Revision

RC-030 (A)

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Revisions		
A	RESOURCE CONSENT	03/02/2023
B	RESOURCE CONSENT	10/08/2023



1 1 : 200 Section
RC-010 | SITE WIDE - SECTION 1

2 1 : 200 Section
RC-010 | SITE WIDE - SECTION 2

SECTION KEY	
- - - -	18M ROLLING HEIGHT PLANE
- - - -	EXISTING TOPOGRAPHY
- - - -	APPROXIMATE BASALT LAYER

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Civil Engineer

Project Number: 220210
Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
SITEWIDE - SECTIONS 2

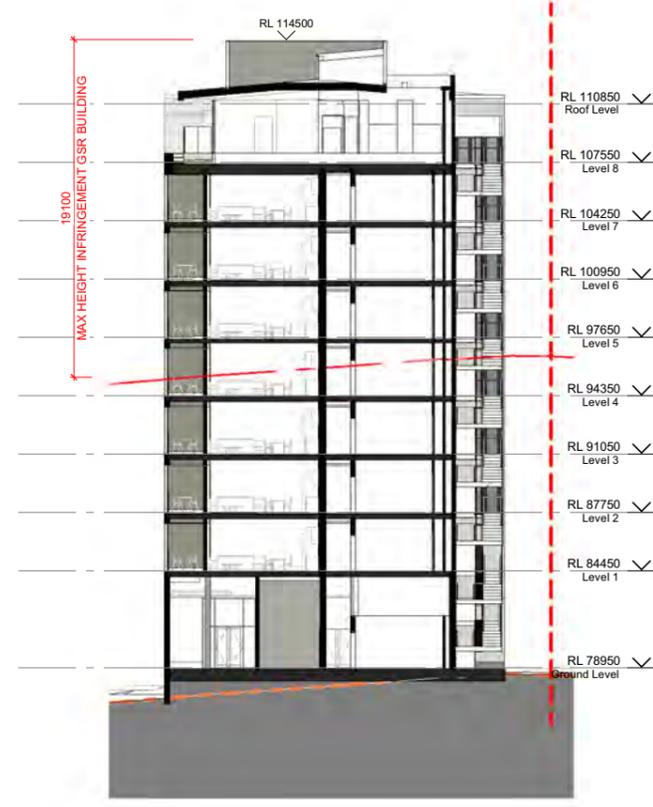
SCALE @ A1= 1 : 200

ARCHITECTURAL
 Drawing Number Revision
RC-031 **(B)**

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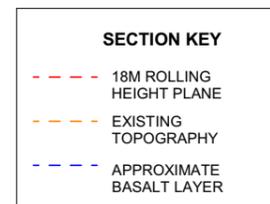
1 | 1:200 Long Section
RC-010 | GSRB LONG SECTION 1 - RC



2 | 1:200 Cross Section
RC-010 | GRT STH RD - CROSS SECTION 1 - RC



3 | 1:200 Long Section
RC-010 | GSRB LONG SECTION 2 - RC



Revisions
A RESOURCE CONSENT 03/02/2023

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Sheet
SITEWIDE - SECTIONS 3

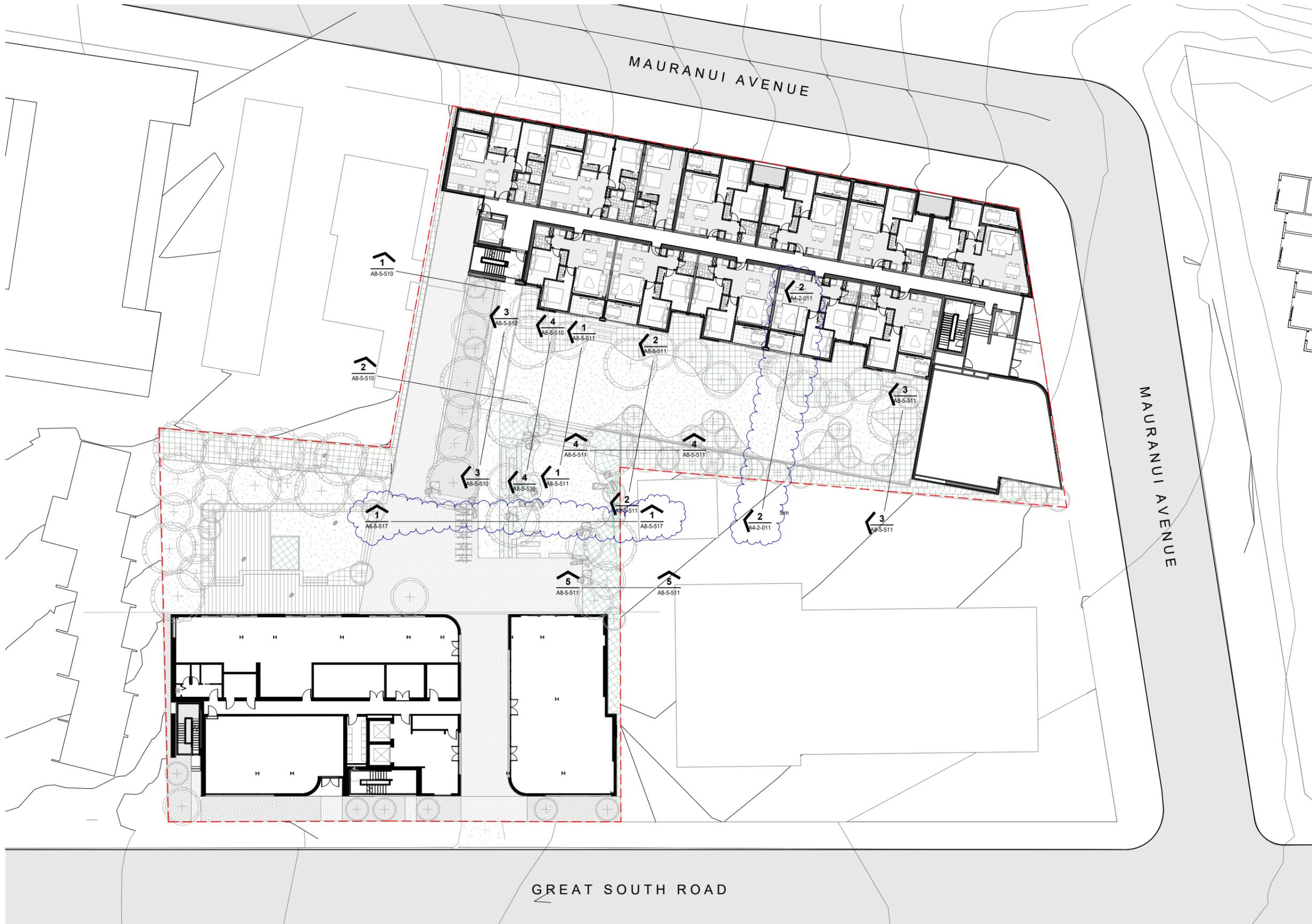
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ARCHITECTURAL

Drawing Number Revision

RC-032 (A)

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Revisions

A	PRELIMINARY DESIGN	30/05/2022
B	RESOURCE CONSENT	10/05/2023
C	RESOURCE CONSENT	30/06/2023

Notes

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JASMAX

Client
 Dilworth Trust Board

Consultant Team
 Enovate
 Structural Engineer
 Cosgroves
 Services (MEP) Engineers
 Earcon
 Acoustic Engineer
 Blue Barn
 Civil Engineer

Project Number: 220210

Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

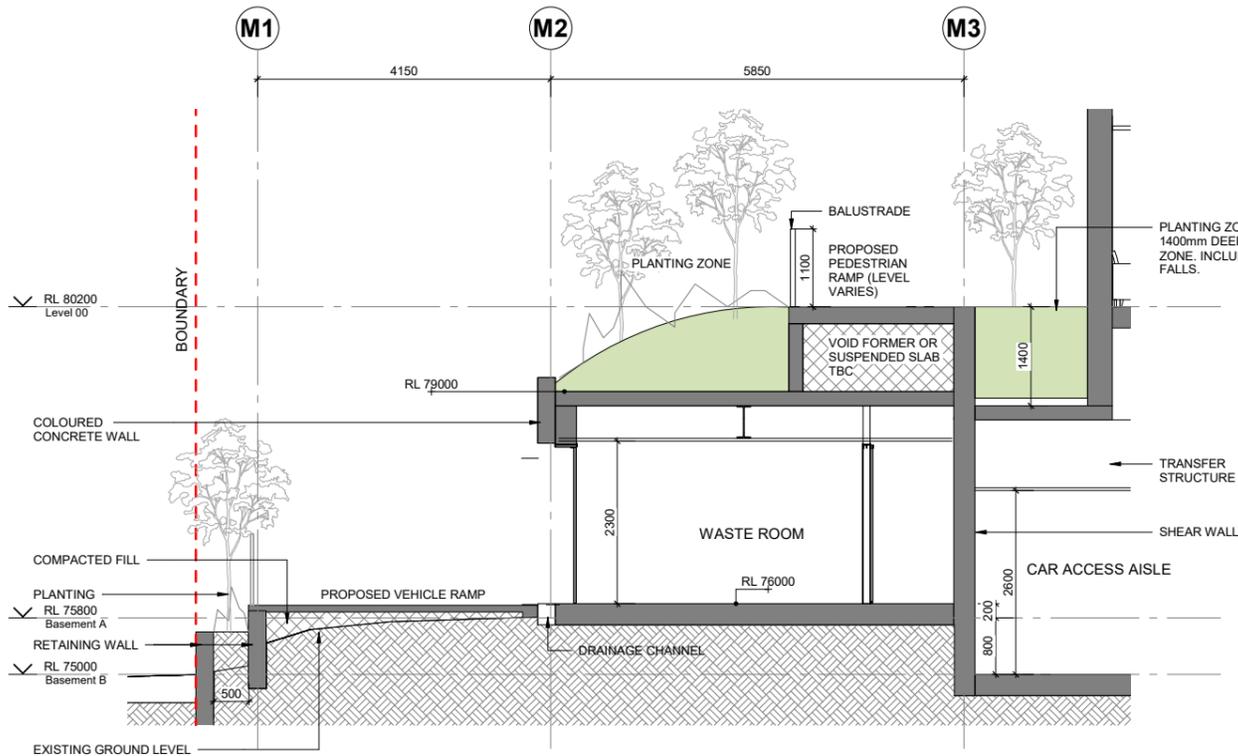
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 SITE INTERFACE KEY PLAN

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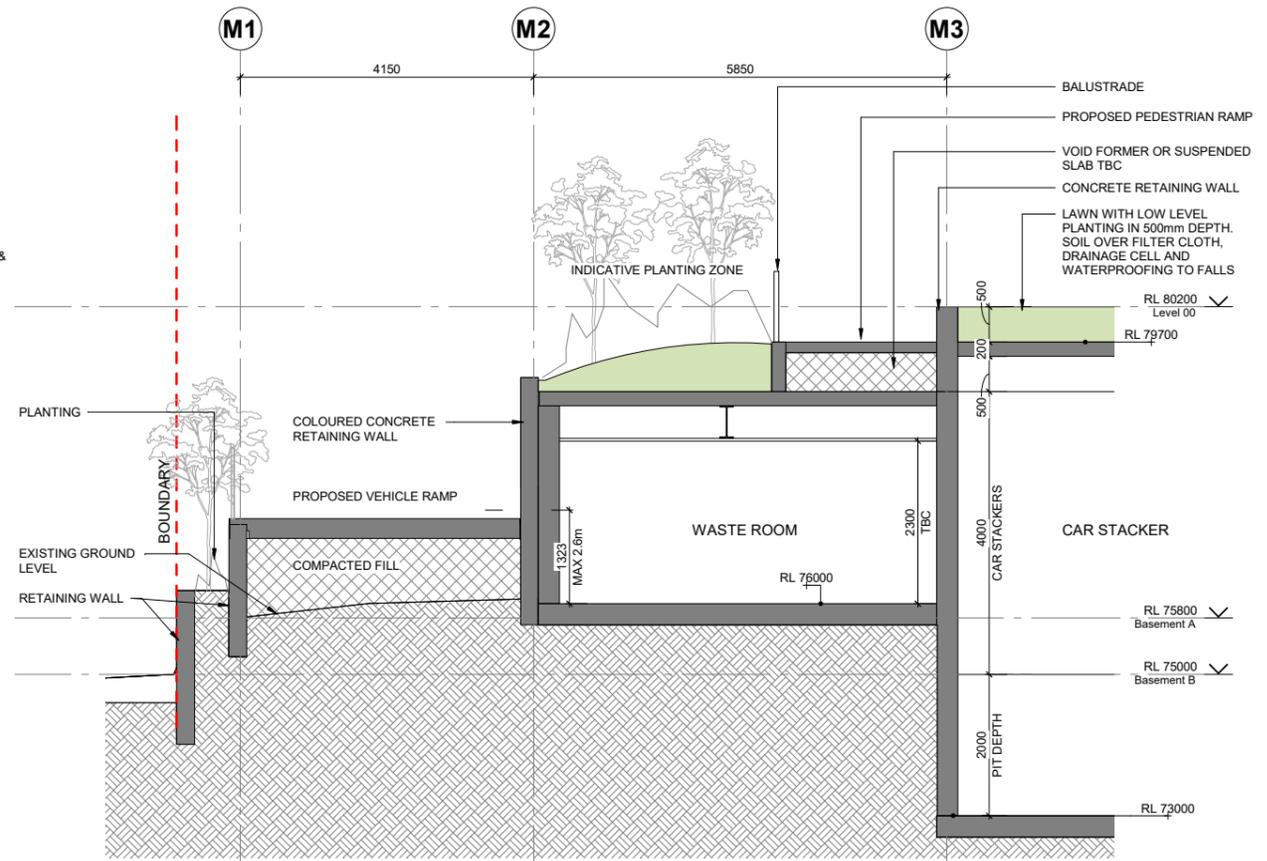
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Drawing Number Revision
A8-5-500 C

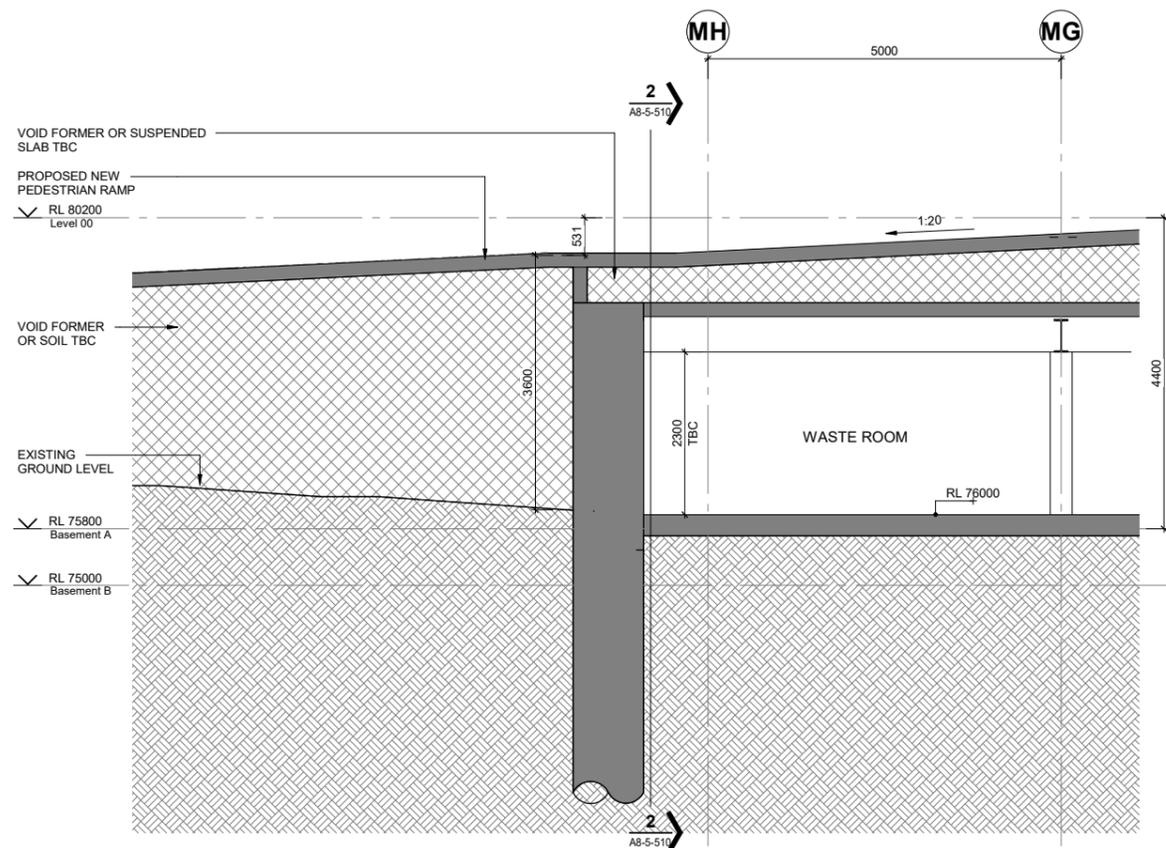
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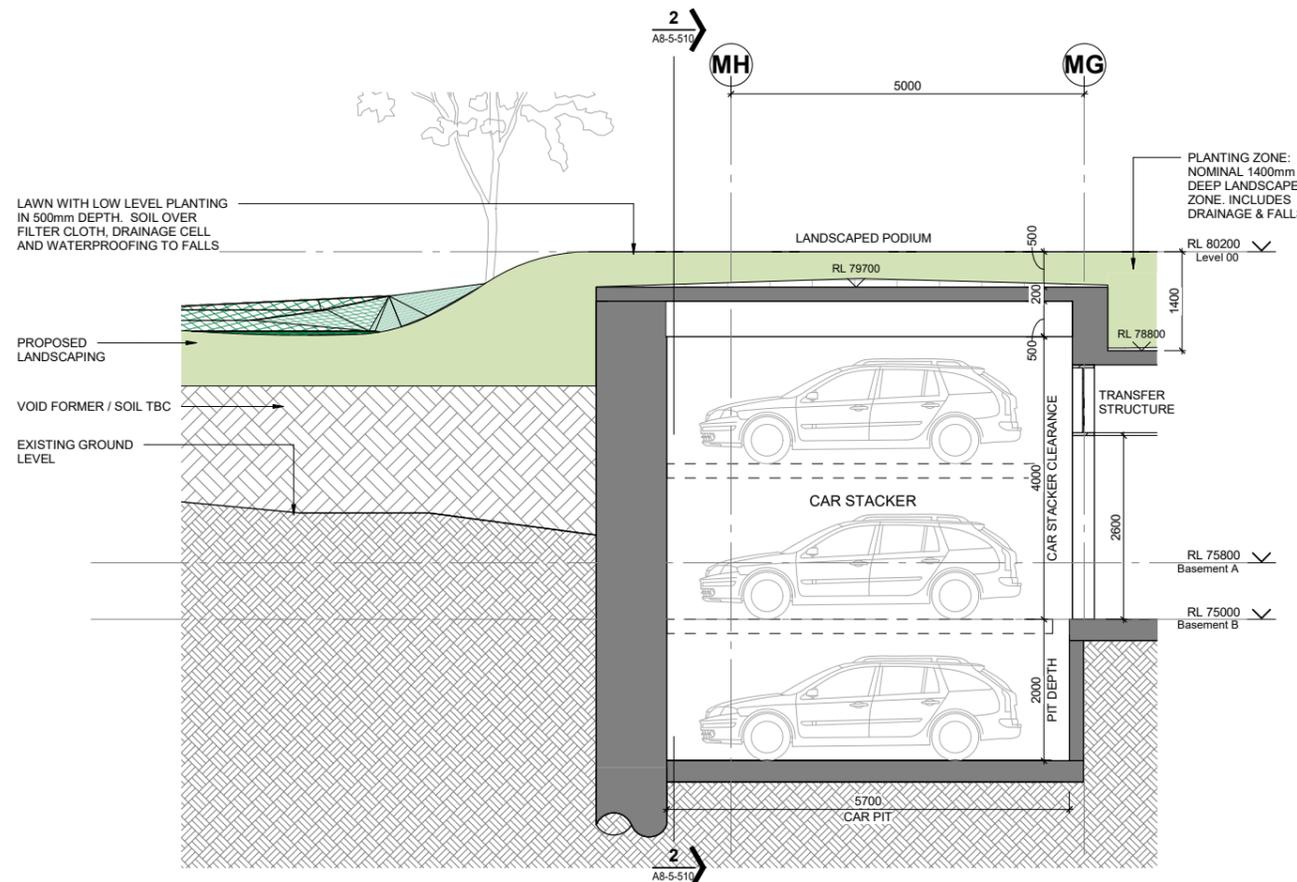
1 | 1:50 Section
A1-2-403 Section - Laneway West boundary Interface



2 | 1:50 Section
A8-5-500 Section - Laneway Podium interface



3 | 1:50 Section
A8-5-500 Section - Pedestrian Ramp



4 | 1:50 Section
A8-5-500 Section - Podium Landscape

Revisions		
A	PRELIMINARY DESIGN	30/05/2022
B	RESOURCE CONSENT	10/05/2023

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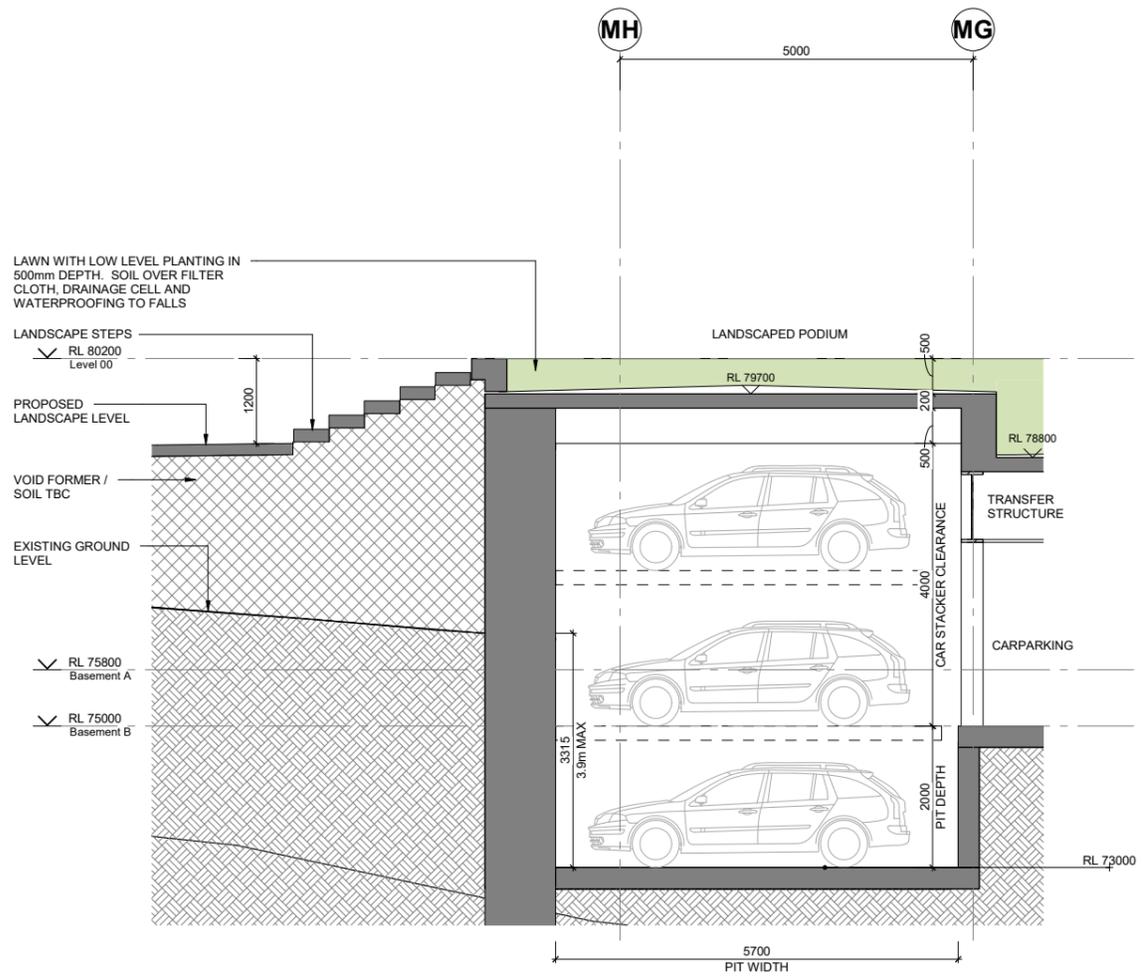
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Sheet
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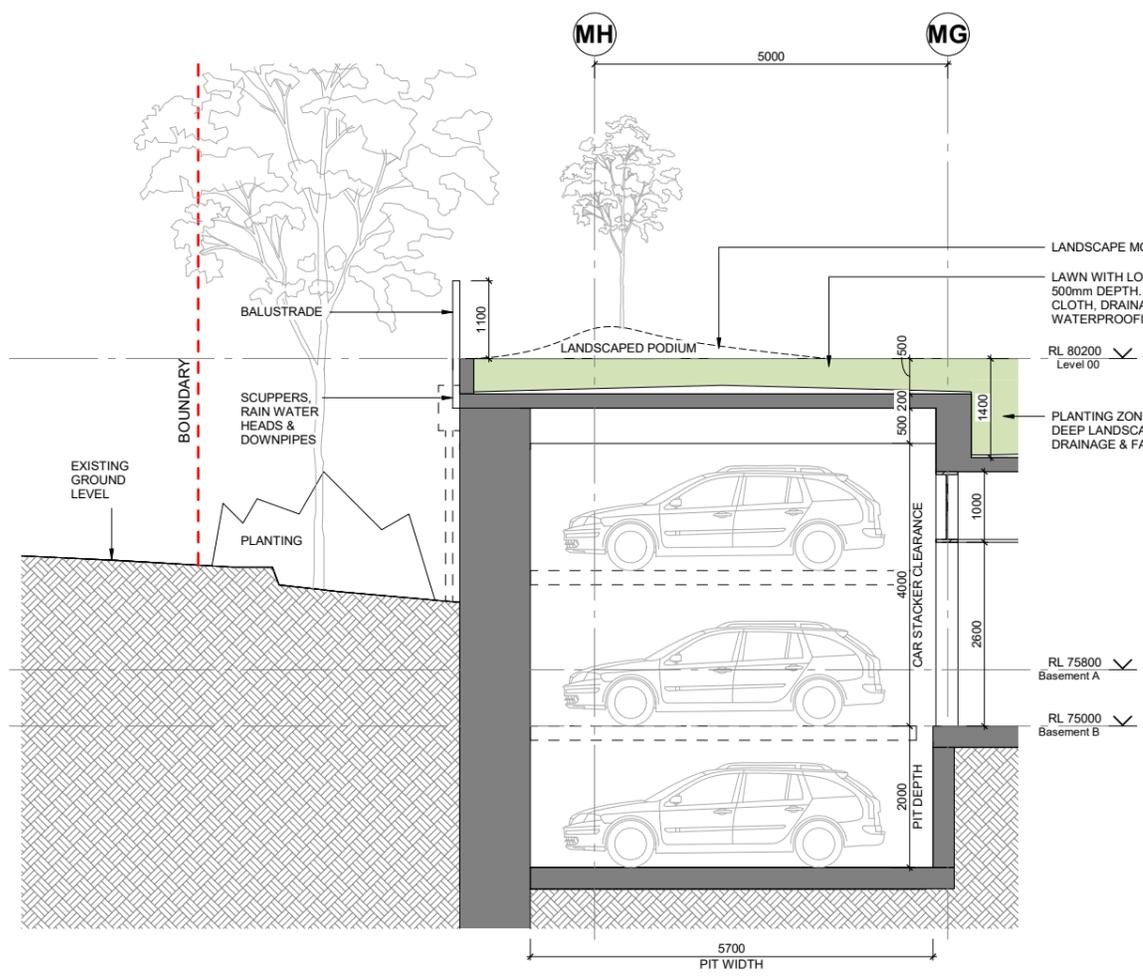
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ARCHITECTURAL
 Drawing Number Revision
A8-5-510 (B)

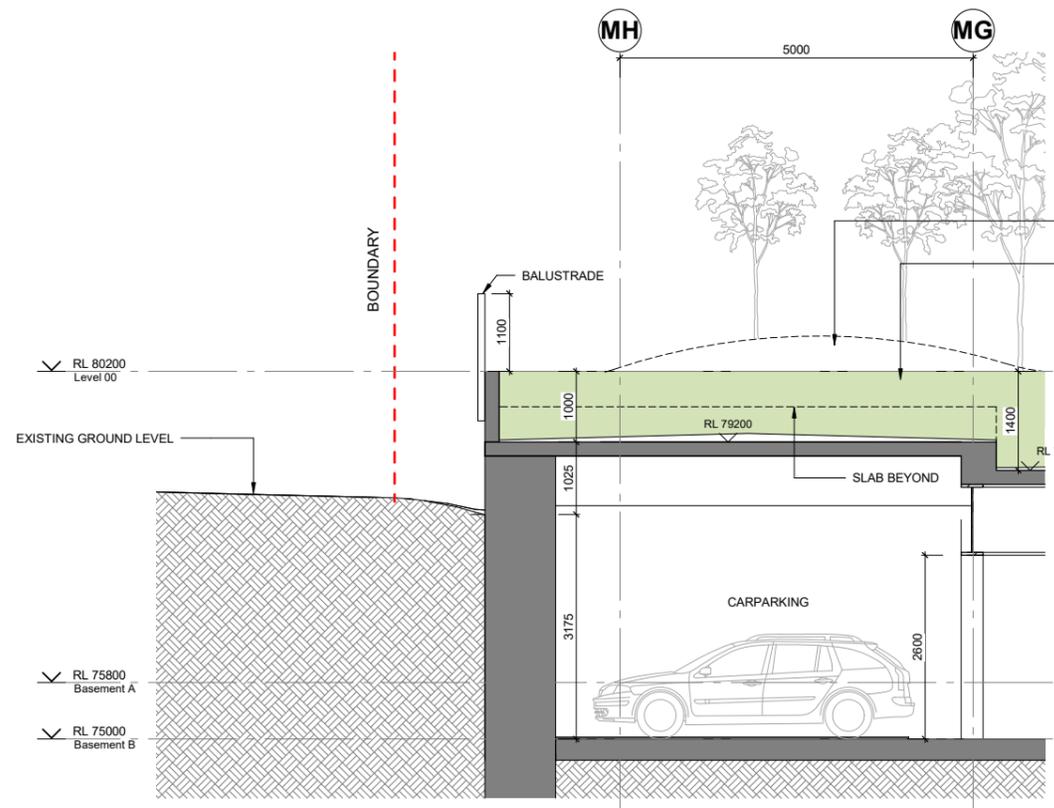
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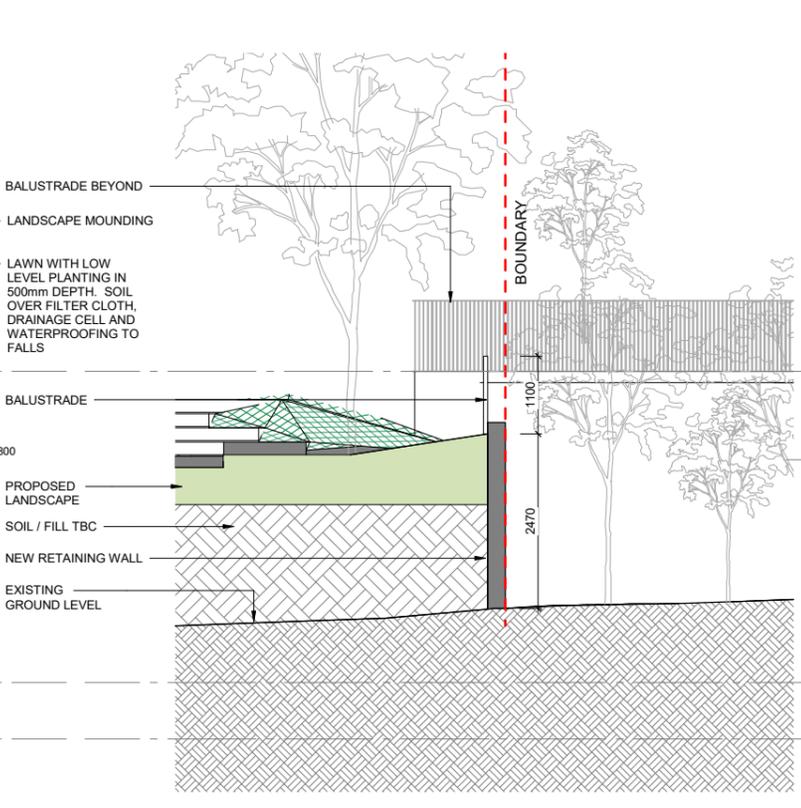
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A8-5-500 Section - Courtyard Steps



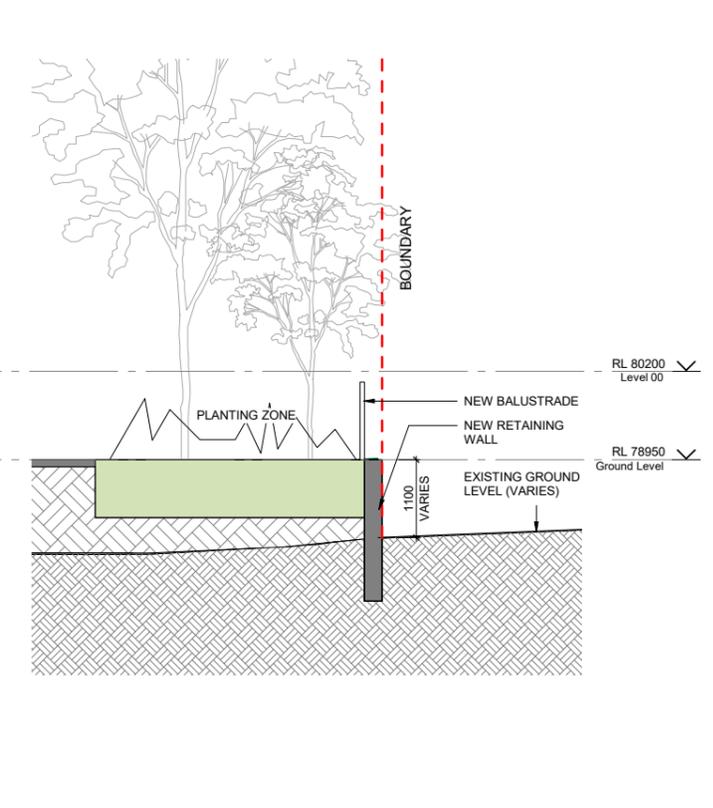
2 | 1:50 Part Section
A8-5-500 Section - Southern Boundary Retaining



3 | 1:50 Part Section
A8-5-500 Section - Podium Tree pit



4 | 1:50 Part Section
A8-5-500 Section - Courtyard Eastern Step



5 | 1:50 Part Section
A8-5-500 Section - landscape East Boundary

Revisions		
A	PRELIMINARY DESIGN	30/05/2022
B	RESOURCE CONSENT	10/05/2023

Notes

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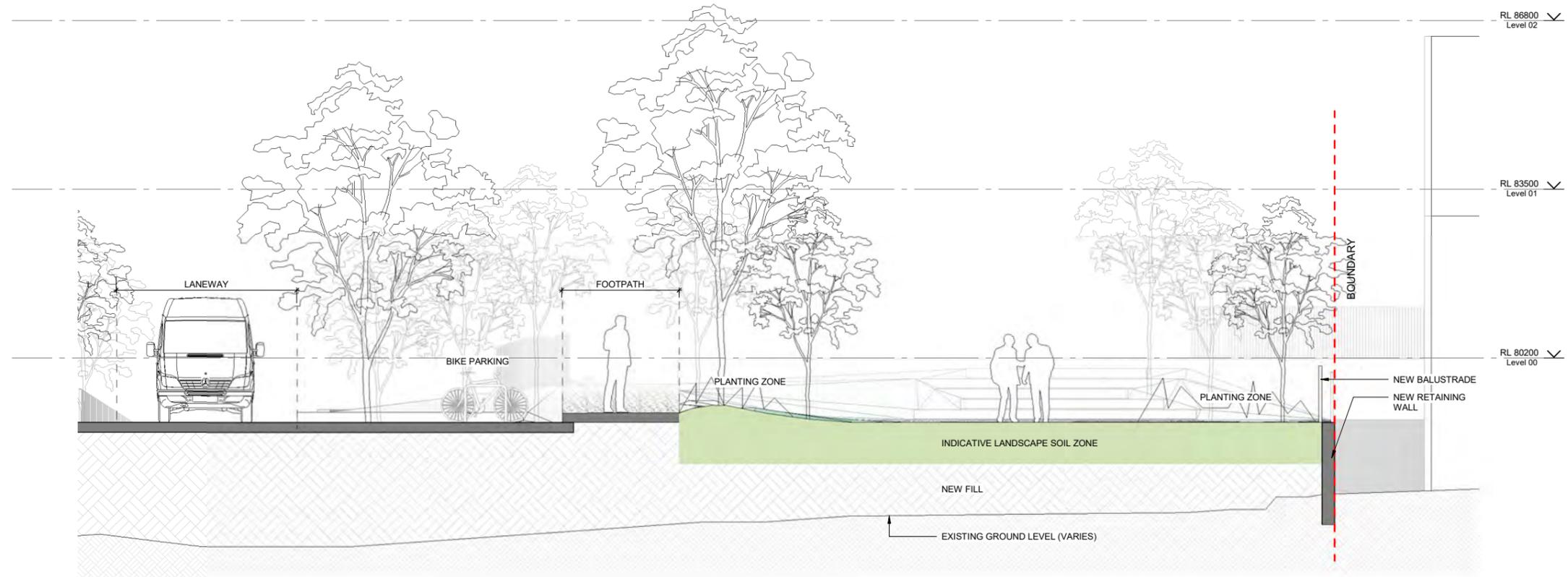
Project Stellar
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Sheet
 SITE INTERFACE SECTIONS - SHEET 2

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ARCHITECTURAL
 Drawing Number Revision
A8-5-511 (B)

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1 | 1 : 50 | Plan
 A8-5-500 | Section - landscape East Boundary Extended

Revisions
 A RESOURCE CONSENT 30/06/2023

Notes

ORIGINAL DRAWING
 IN COLOUR

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Sheet
 SITE INTERFACE SECTIONS - SHEET 8

SCALE @ A1= 1 : 50

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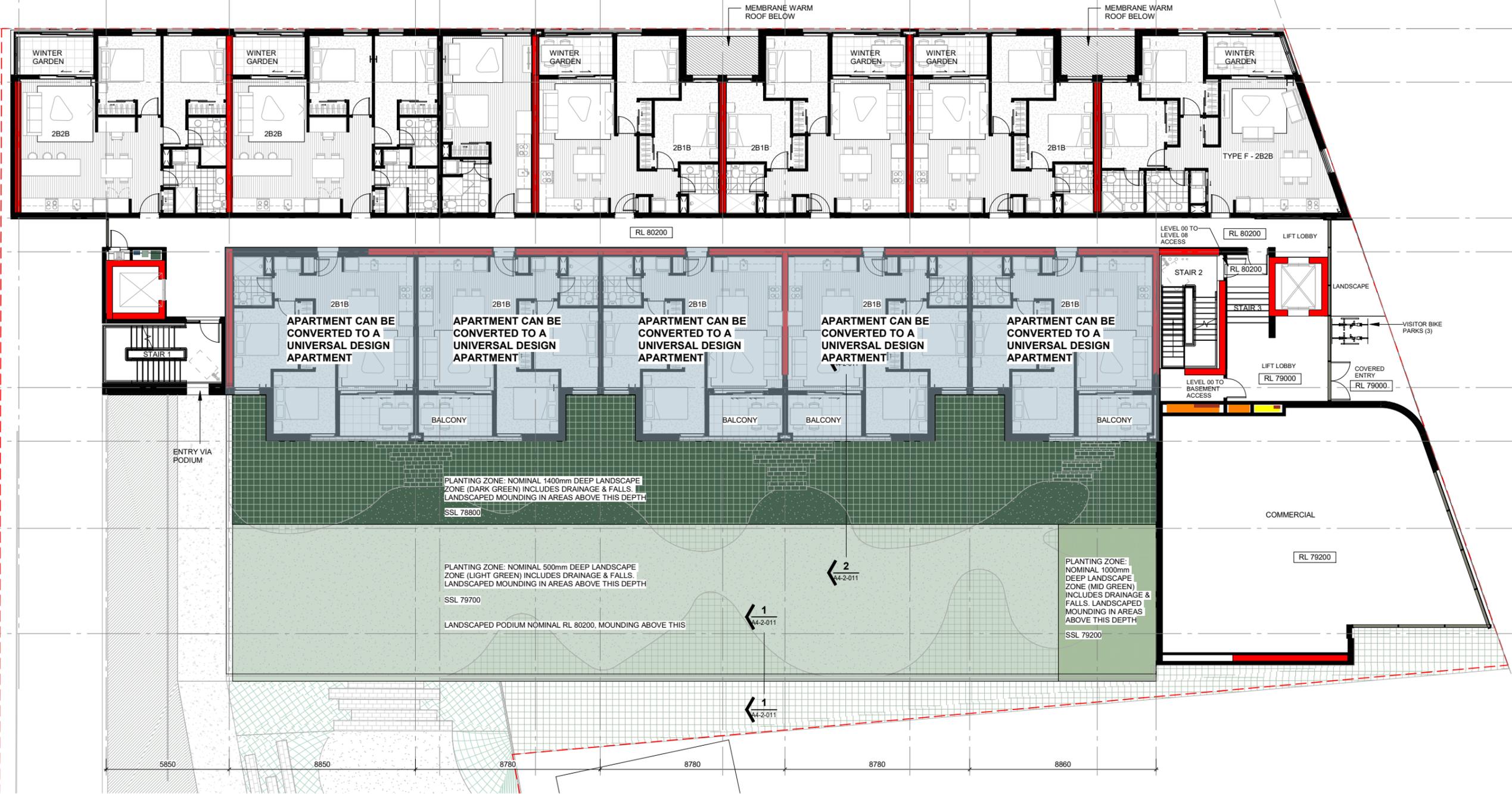
Drawing Number Revision
 A8-5-517 A

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M1 M2 M3 M4 M5 M6 M7 M8 M9 M10 M11 M12 M13 M14

10000 10000 4550 8900 8900 8900 8900 2800

MA 2550
 MB 6450
 MC 1600
 MD 6450
 ME 2550
 MF 4140
 MG 5000
 MH



Revisions

A	50% PRELIMINARY DESIGN	01/04/2022
B	PRELIMINARY DESIGN	30/05/2022
C	RESOURCE CONSENT	10/05/2023

Notes

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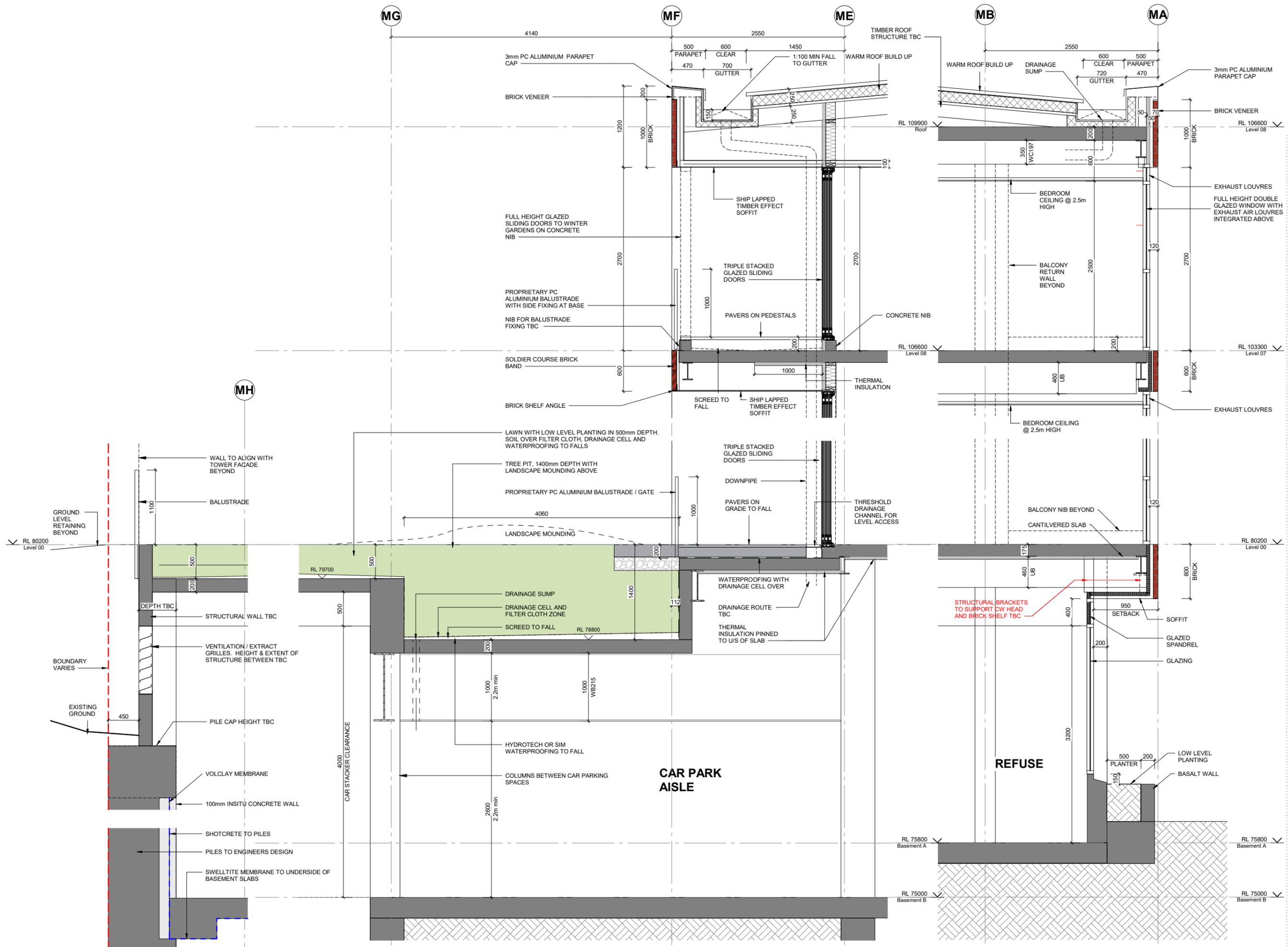
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 MAURANUI - PLAN LEVEL 00

SCALE @ A1=As indicated



ARCHITECTURAL
 Drawing Number Revision
A1-2-100 **C**

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Revisions

A	50% PRELIMINARY DESIGN	01/04/2022
B	PRELIMINARY DESIGN	30/05/2022
C	RESOURCE CONSENT	10/05/2023

Notes

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Project Stellar
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Sheet
MAURANUI - FACADE SECTIONS 1

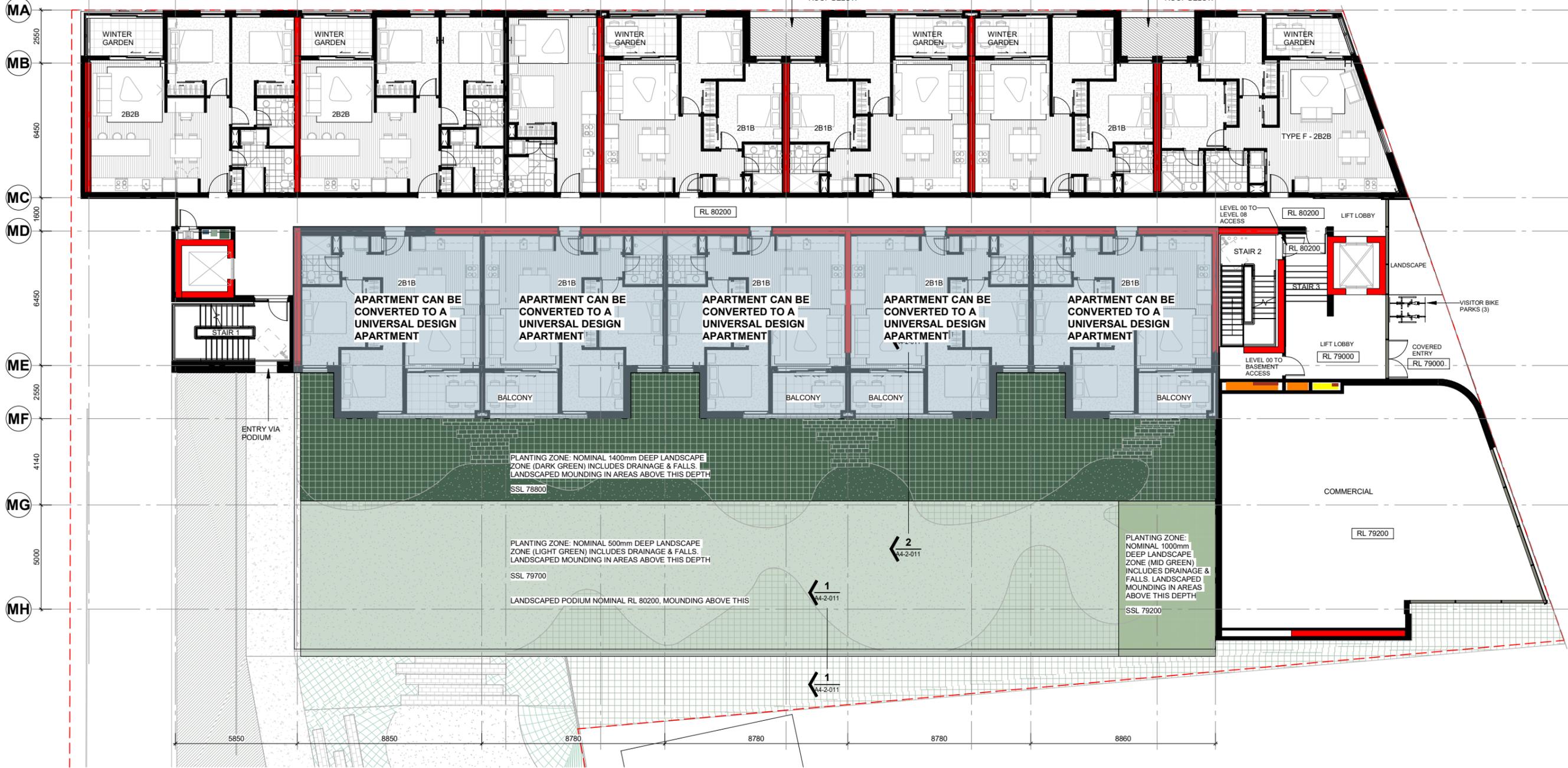
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ARCHITECTURAL
 Drawing Number Revision
A4-2-011 C

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M1 M2 M3 M4 M5 M6 M7 M8 M9 M10 M11 M12 M13 M14

10000 10000 4550 8900 8900 8900 8900 2800



Revisions

A	50% PRELIMINARY DESIGN	01/04/2022
B	PRELIMINARY DESIGN	30/05/2022
C	RESOURCE CONSENT	10/05/2023

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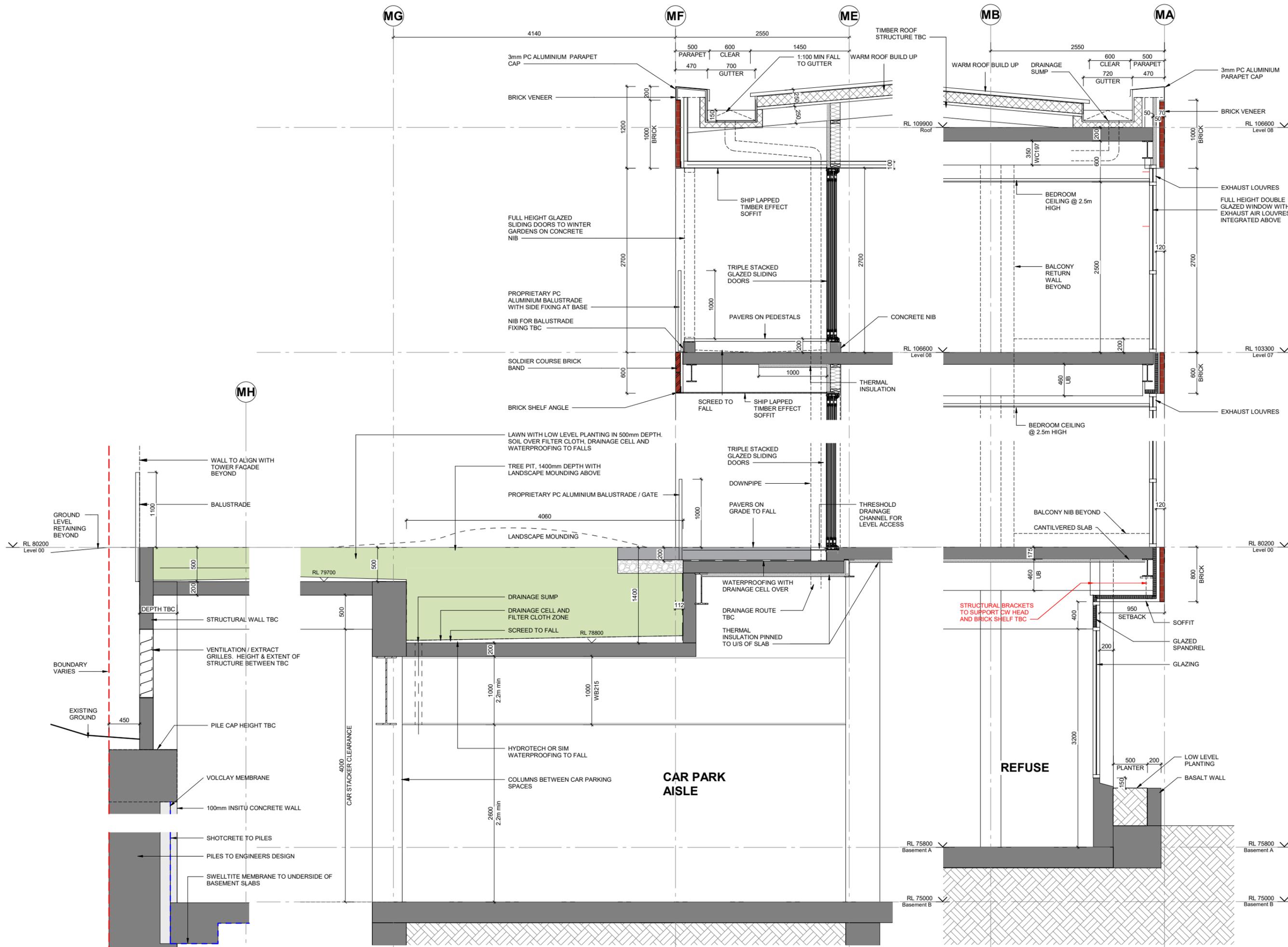
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MAURANUI - PLAN LEVEL 00

SCALE @ A1=As indicated



ARCHITECTURAL
 Drawing Number Revision
A1-2-100 **C**

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Revisions

A	50% PRELIMINARY DESIGN	01/04/2022
B	PRELIMINARY DESIGN	30/05/2022
C	RESOURCE CONSENT	10/05/2023

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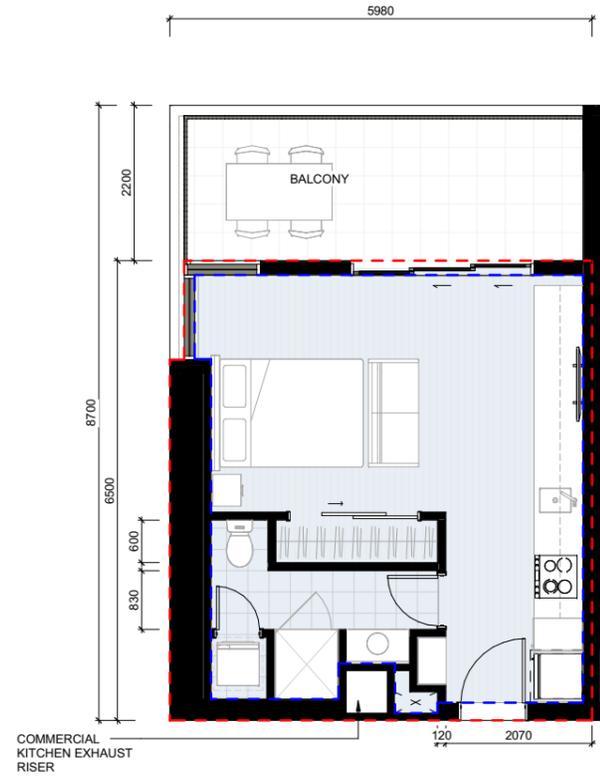
Project Number: 220210
Project Stellar
 76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
MAURANUI - FACADE SECTIONS 1

SCALE @ A1= 1 : 25

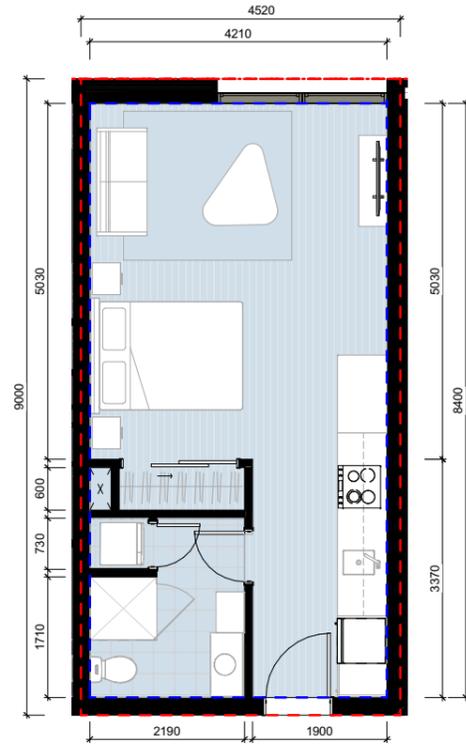
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 Drawing Number Revision
A4-2-011 C

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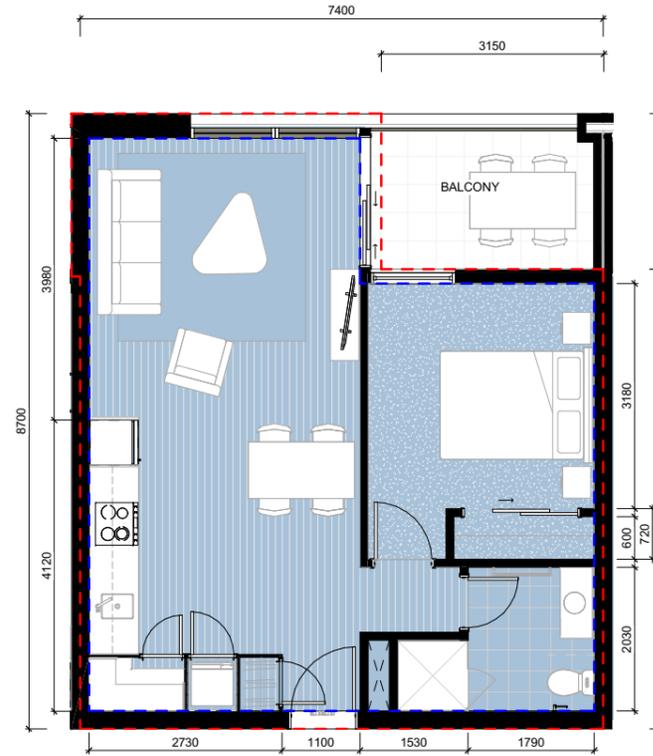
1 1:50 Plan
TYPE A - STUDIO

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
39	31	13	-	8	8



2 1:50 Plan
TYPE B - STUDIO

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
40	35	-	8	-	8



3 1:50 Plan
TYPE C - 1B1B

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
58	51	6	-	30	30

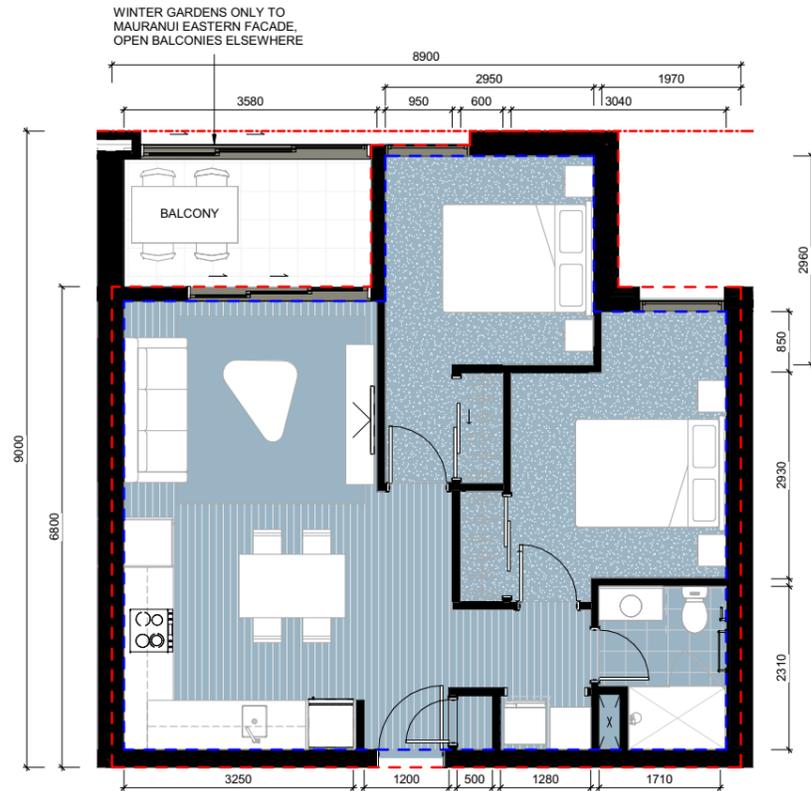
Disclaimer
All areas are based on the level of design development in the preliminary design phase. Areas are rounded to the nearest metre and calculated as per ANS/BOMA Z65.4-2010 Multi-Unit Residential Buildings.
Exception, all service risers and internal structure is included as apartment GFA & NIA. Structure & risers are placeholders, detail to be worked through in later design phases.

Legend

GFA	- - -
NIA	- - -

Revisions
A RESOURCE CONSENT 03/02/2023

Notes



4 1:50 Plan
TYPE D - 2B1B

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
68	60	8	69	28	97



5 1:50 Plan
TYPE E - 2B2B

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
83	74	8	16	8	24

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Earcon Acoustic Engineer
Blue Barn Civil Engineer

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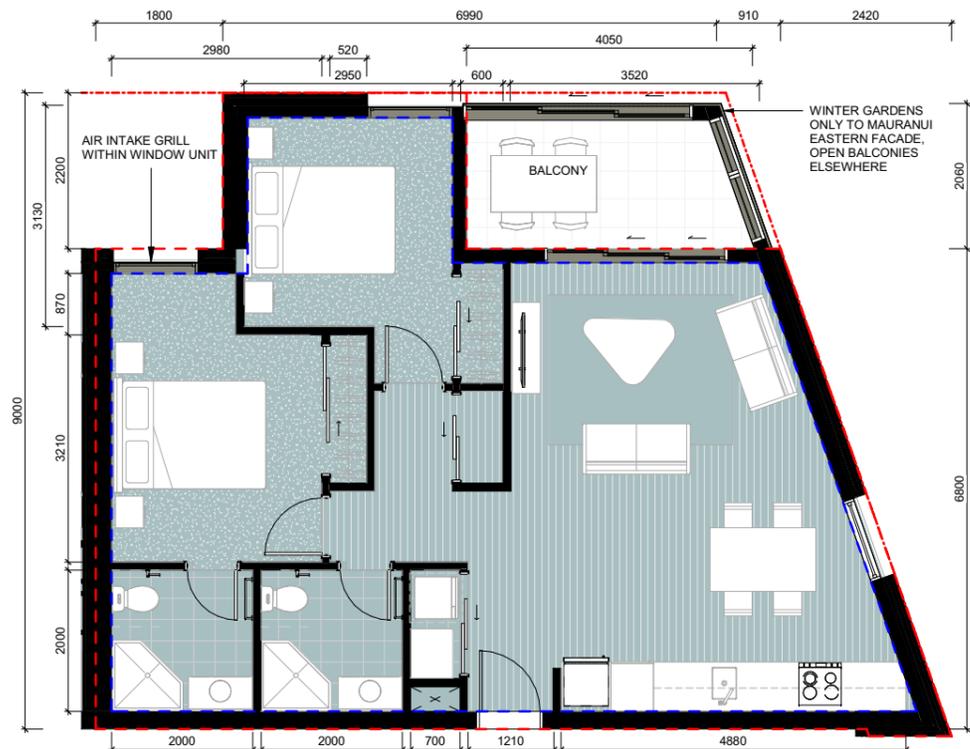
Project Stellar

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Sheet
APARTMENT TYPOLOGY PLANS

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ARCHITECTURAL
Drawing Number Revision
RC-040 (A)



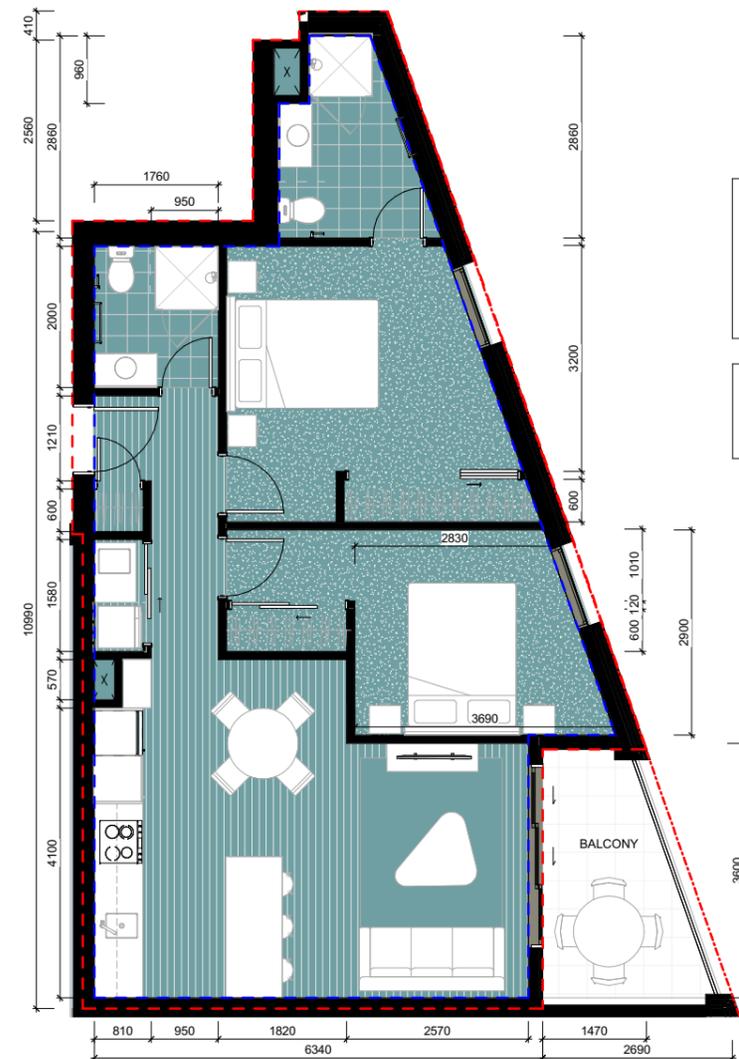
1 | 1: 50 Plan
A5-4-055 | TYPE F - 2B2B

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
82	71	7	9	-	9



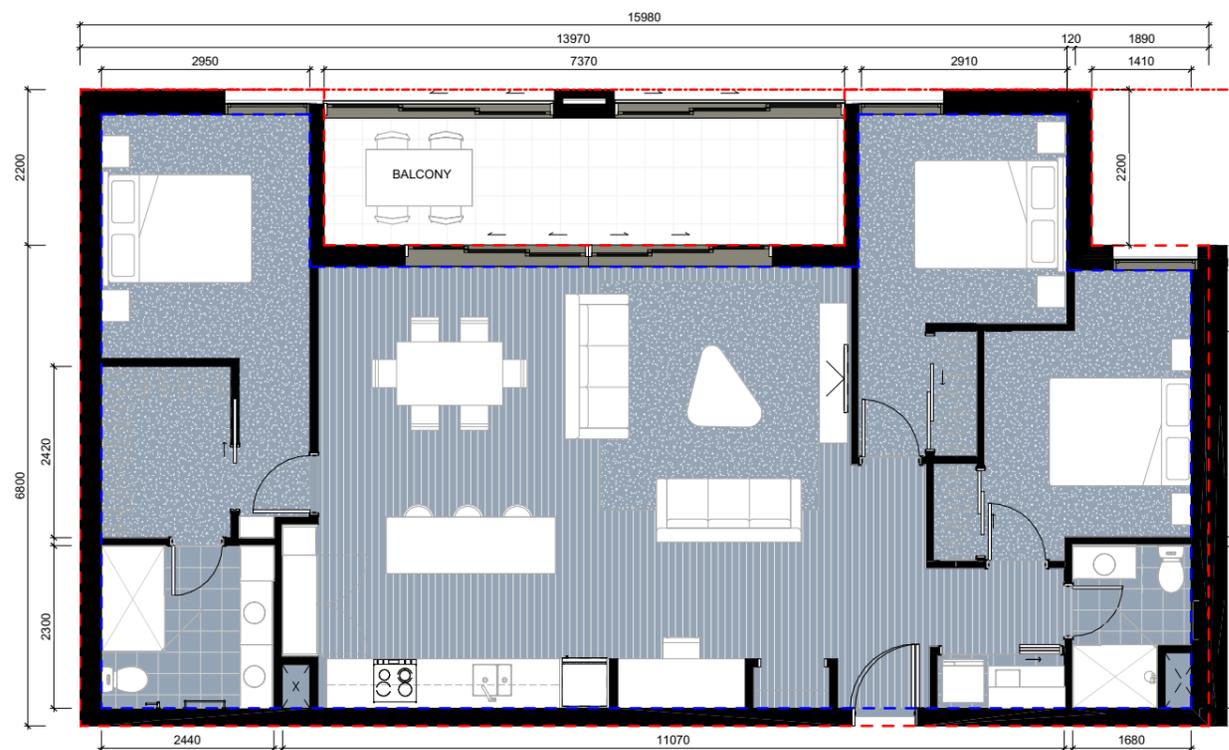
3 | 1: 50 Plan
A5-4-057 | TYPE H - 3B2B

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
110	90	10	7	-	7



2 | 1: 50 Plan
A5-4-056 | TYPE G - 2B2B

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
81	67	7	7	-	7



4 | 1: 50 Plan
A5-4-058 | TYPE I - 3B2B

Area (m ²)			Apartment Numbers		
GFA	NIA	BALCONY NIA	MAB	GSR	TOTAL
124	109	15	1	-	1

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Legend
GFA ---
NIA ---

Revisions
A RESOURCE CONSENT 03/02/2023

Notes

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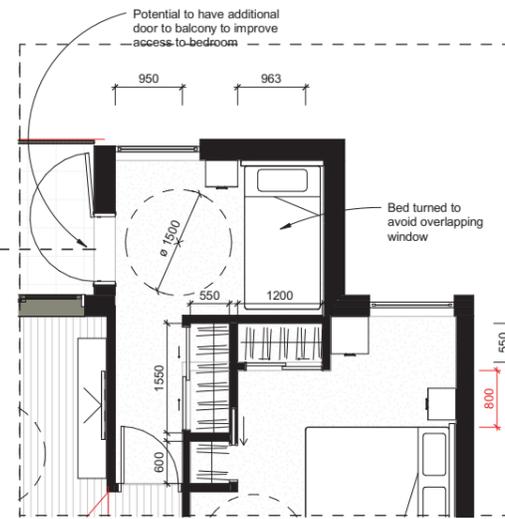
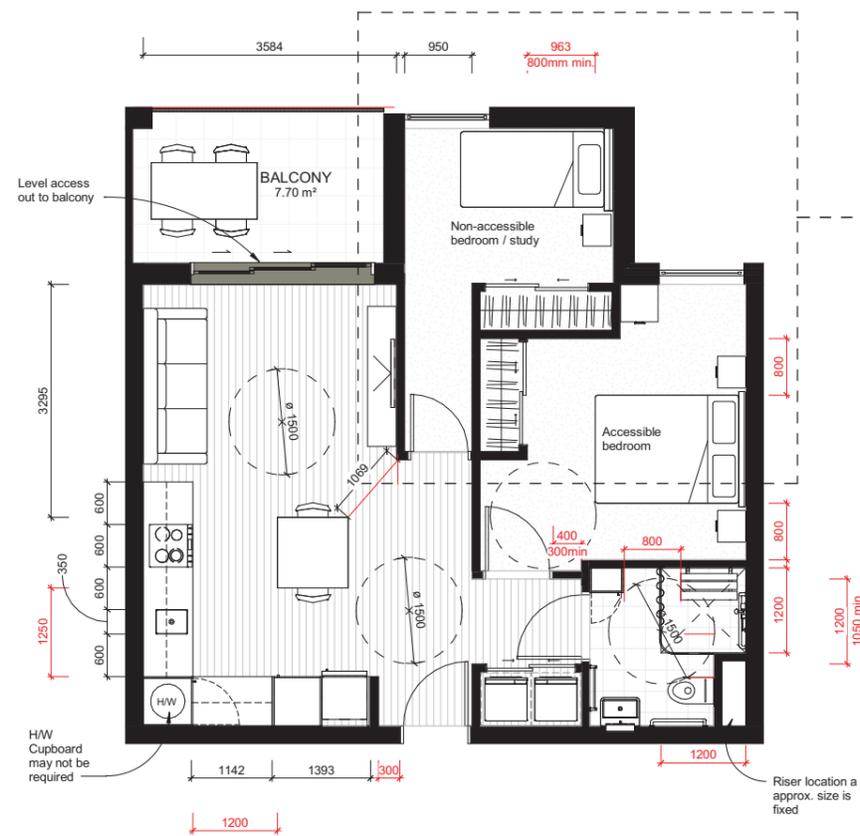
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APARTMENT TYPOLOGY PLANS

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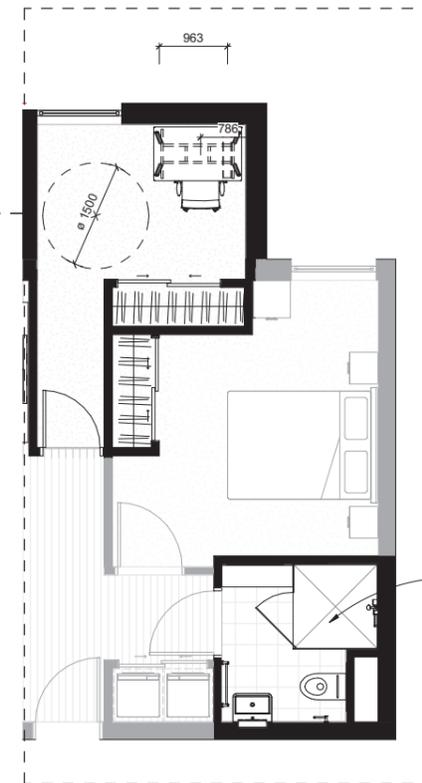
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Drawing Number Revision

RC-041 (A)

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ALTERNATIVE DESIGN OF BEDROOMS



ALTERNATIVE DESIGN - SPACIOUS 1 BEDROOM + STUDY APARTMENTS

1 | 1 : 50 Plan
2B1B UNIVERSAL DESIGN - GL MABB

Revisions		
A	PRELIMINARY DESIGN	30/05/2022
B	RESOURCE CONSENT	10/05/2023

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Sheet
APARTMENT TYPOLOGY PLANS - TYPE J

SCALE @ A1=

ARCHITECTURAL

Drawing Number Revision

A5-4-059 **(B)**

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LANDSCAPE GENERAL ARRANGEMENT PLAN

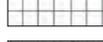
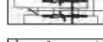
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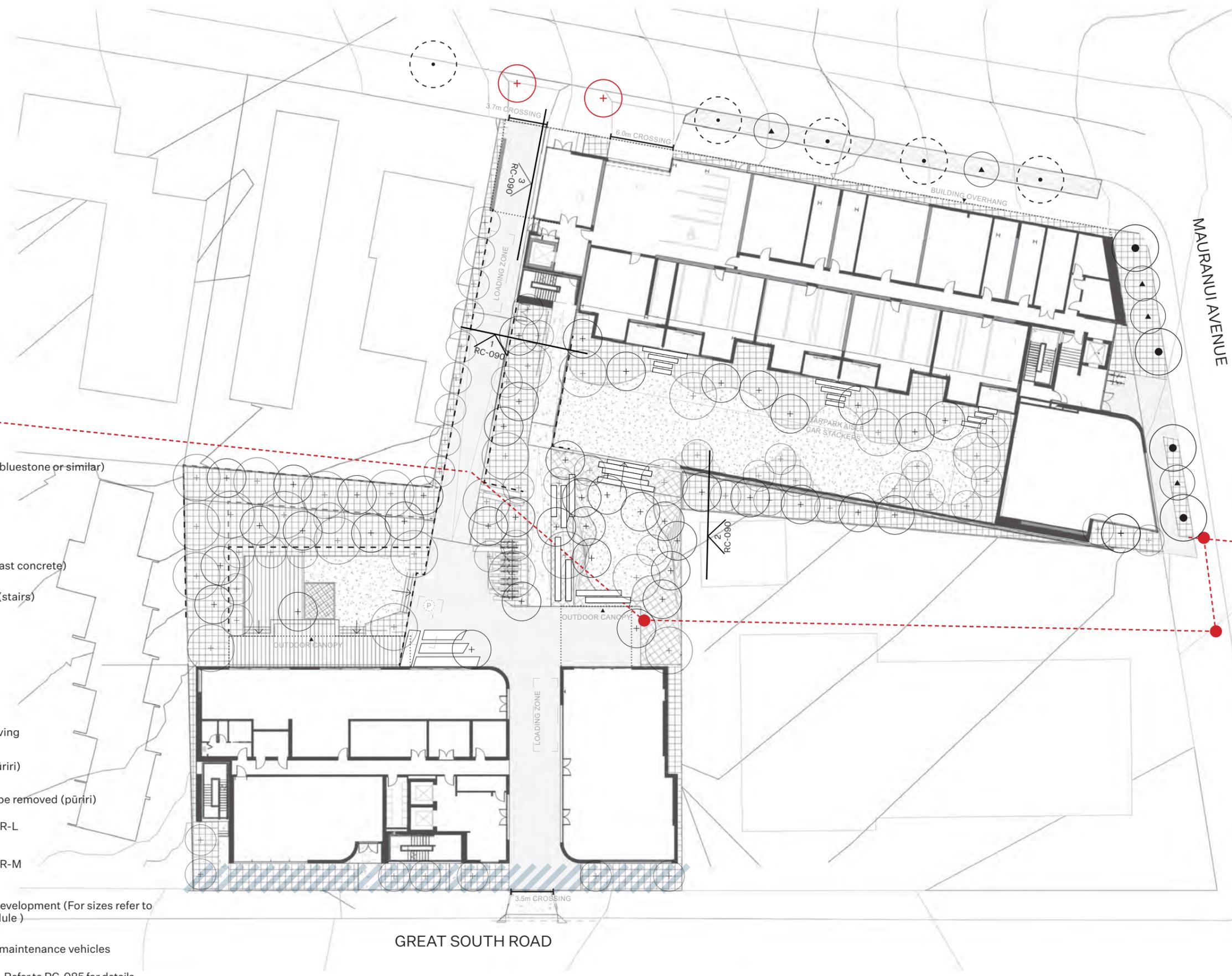


LANDSCAPE

Drawing Number: RC-080 Revision: A

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- Legend**
-  Laneway paving (Local bluestone or similar)
 -  Timber decking
 -  Rope Play
 -  Threshold paving (precast concrete)
 -  Precast concrete slabs (stairs)
 -  Lawn
 -  Garden bed
 -  Bike stand
 -  Minor path concrete paving
 -  Existing street trees (pūriri)
 -  Existing street trees to be removed (pūriri)
 -  Proposed street trees TR-L (pūriri)
 -  Proposed street trees TR-M (kōwhai)
 -  Proposed trees within development (For sizes refer to planting plan and schedule)
 -  Temporary car park for maintenance vehicles
 -  Proposed retaining walls. Refer to RC-085 for details
 -  Easement - trees in this garden bed are transplantable



GREAT SOUTH ROAD

MAURANUI AVENUE

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LANDSCAPE PLANTING STRATEGY

SCALE @ A1=



LANDSCAPE

Drawing Number **RC-081** Revision **A**



Legend

- Pūriri forest (Native mix)
- Productive planting integrated into native mix (podium and planters)
- Indicative extent of outdoor canopy structure
- Structural soil for improved street tree environment
- TR-L Specimen Trees Large
- TR-M Specimen Trees Medium
- TR-S Specimen Trees Small
- Existing street trees (pūriri)
- + Existing street trees to be removed (pūriri)
- Proposed street trees (pūriri)
- ▲ Proposed street trees (kōwhai)
- Proposed retaining walls. Refer to RC-085 for details

GB-01 Puriri Forest / Native Mix						
Botanical Name	Common Name	Height and Spread (m)	Key Note	Centres	Grade	Notes
Specimens & Trees						
<i>Alectryon excelsus</i>	Titoki	5m x 5m	TR-M	N/A	95L	Plant single specimen where shown
<i>Macropiper excelsum</i>	Kawakawa	2m x 1m	TR-S	N/A	PB40	Plant single specimens where shown
<i>Pseudopanax ferox</i>	Horoeka, lancewood	3m x 1.5m	TR-S	N/A	15L	Plant single specimens where shown
<i>Rhopalostylis sapida</i>	Nikau palm	10m x 3m	TR-S	N/A	PB95	Plant single specimens where shown
<i>Beilschmiedia tarairi</i>	Tarairi	8m x 6m	TR-L	N/A	95L	Plant single specimen where shown
<i>Vitex lucens</i>	Puriri	10m x 10m	TR-L	N/A	95L	Plant single specimen where shown
<i>Vitex lucens</i> (street)	Puriri	10m x 10m	TR-L	N/A	160-300L	Plant single specimen where shown
<i>Myrsine australis</i>	Mapou	3m x 3m	TR-S	N/A	95L	Plant single specimen where shown
<i>Pseudopanax lessonii</i>	Houpara	4m x 3m	TR-S	N/A	95L	Plant single specimen where shown
<i>Coprosma robusta</i>	Coastal karamu	5m x 4m	TR-S	N/A	95L	Plant single specimen where shown
<i>Meliccytus ramiflorus</i>	Mahoe	5m x 4m	TR-S	N/A	95L	Plant single specimen where shown
<i>Carpodetus serratus</i>	Putaputaweta	7m x 7m	TR-M	N/A	45L	Plant single specimen where shown
<i>Hoheria angustifolia</i>	Houhere	6m x 3m	TR-S	N/A	95L	Plant single specimen where shown
<i>Dysoxylum spectabile</i>	Kohekohe	7m x 4m	TR-M	N/A	95L	Plant single specimen where shown
<i>Cordyline australis</i>	Ti kouka	5m x 2.5m	TR-S	N/A	45L	Plant single specimen where shown
<i>Sophora microphylla</i>	Kowhai	7m x 3m	TR-M	N/A	95L	Plant single specimen where shown
<i>Sophora microphylla</i> (street)	Kowhai	7m x 3m	TR-M	N/A	95L	Plant single specimen where shown
<i>Prumnopitys ferruginea</i>	Miro	10m x 5m	TR-L	N/A	95L	Plant single specimen where shown
<i>Hedycarya arborea</i>	Porokaiwhiri	10m x 3m	TR-L	N/A	95L	Plant single specimen where shown
Centre Plants						
<i>Arthropodium "Matapouri Bay"</i>	rengarenga lily			0.5m	PB5	Plant in semi shade in groups of 1, 3 & 5
<i>Asplenium oblongifolium</i>	Shining spleenwort			0.5m	PB5	Plant in groups of 1 & 3
<i>Astelia banksii</i>	Wharawhara			0.5m	PB5	Plant in groups of 1 & 3
<i>Blechnum discolor</i>	Piupiu, crown fern			1m	PB5	Plant in semi-full shade in groups of 1 & 3
<i>Blechnum gibbum</i>	Silver lady			0.5m	PB5	Plant in semi-full shade in groups of 1 & 3
<i>Blechnum novae-zelandiae</i>	Kiokio			0.5m	PB5	Plant in groups of 1 & 3
<i>Coprosma propinqua</i>	Mingimingi			0.6m	10L	Plant in groups of 1 & 3
<i>Dianella nigra</i>	Tururu			0.5m	PB5	Plant in groups of 1, 3, 5 & 7
<i>Hebe stricta</i>	Koromiko			0.6m	10L	Plant in groups of 1 & 3
<i>Libertia grandiflora</i>	Mikoikoi			0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Libertia ixioides</i>	Mikoikoi			0.35m	PB5	Plant in semi shade in groups of 1 & 3
<i>Libertia peregrinans</i>	Mikoikoi			0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Metrosdieros perforata</i>	Akatea			0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Phormium "Emerald Green"</i>	Wharariki			0.75m	PB5	Plant in groups of 1, 3, 5 & 7
<i>Polystichum vestitum</i>	Prickly shield fern			0.35m	PB5	Plant in semi shade in groups of 1 & 3
Edge Plants						
<i>Libertia grandiflora</i>	Mikoikoi			0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Libertia ixioides</i>	Mikoikoi			0.35m	PB5	Plant in semi shade in groups of 1 & 3
<i>Libertia peregrinans</i>	Mikoikoi			0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Metrosdieros perforata</i>	Akatea			0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Polystichum vestitum</i>	Prickly shield fern			0.35m	PB5	Plant in semi shade in groups of 1 & 3
Ground Covers						
<i>Blechnum penna-marina</i>	Alpine water fern			1.2m	PB5	Plant in semi-shade, full sun
<i>Doodia australis</i>	Pukupuku			1.2m	PB5	Plant in semi-shade, full sun
<i>Elatostema rugosum</i>	Parataniwha			1.2m	PB5	Plant in semi-shade, full sun
<i>Fuchsia procumbens</i>	Creeping fuchsia			1.2m	PB5	Plant in semi-shade, full sun
<i>Leptinella dioica</i>	Shore cotula			1.2m	PB5	Plant in semi-shade
<i>Microsorium pustulatum</i>	Hounds tongue fern			1.2m	PB5	Plant in semi shade
<i>Pimelia prostrata</i>	NZ daphne			1.2m	PB5	Plant in full sun

GB-02 Productive Planting Integrated into Native Mix						
Podium and planters						
Botanical Name	Common Name	Height and Spread (m)		Centres	Grade	Notes
Specimens & Trees						
<i>Acca sellowiana</i>	Feijoa	2m x 1.5m	TR-S	N/A	19L	Plant single specimens where shown
<i>Citrus spp</i>	Citrus species	2.5m x 1.5m	TR-S	N/A	19L	Plant single specimens where shown
<i>Leptospermum scoparium</i>	Manuka	3m x 2m	TR-S	N/A	PB40	Plant single specimens where shown
<i>Macropiper excelsum</i>	Kawakawa	3m x 2m	TR-S	N/A	PB40	Plant single specimens where shown
<i>Olea europaea</i>	Olive tree	6m x 4m	TR-M	N/A	95L	Plant single specimens where shown
<i>Persea americana</i>	Avocado tree	10m x 4m	TR-L	N/A	95L	Plant single specimens where shown
<i>Plagianthus regius</i>	Manatu	10m x 4m	TR-L	N/A	95L	Plant single specimens where shown
<i>Prunus spp.</i>	Plum tree	6m x 4m	TR-M	N/A	95L	Plant single specimens where shown
<i>Pseudopanax crassifolius</i>	Horoeka, lancewood	10m x 3m	TR-L	N/A	15L	Plant single specimens where shown
<i>Pyrus spp</i>	Pear tree	6m x 4m	TR-M	N/A	95L	Plant single specimens where shown
<i>Sophora microphylla</i>	Kowhai	7m x 3m	TR-M	N/A	95L	Plant single specimen where shown
<i>Hoheria angustifolia</i>	Houhere	6m x 3m	TR-S	N/A	95L	Plant single specimen where shown
<i>Coprosma robusta</i>	Coastal karamu	5m x 4m	TR-S	N/A	95L	Plant single specimen where shown
Centre Plants						
<i>Ajania pacifica</i>	Gold and silver chrysanthemum			0.3m	PB5	Plant in groups of 1 & 3
<i>Apodasmia similis</i>	Oioi			0.75m	PB5	Plant in groups of 1 & 3
<i>Arthropodium bifurcatum</i>	Rengarenga lily			0.4m	PB5	Plant in groups of 1 & 3
<i>Asplenium bulbiferum</i>	Pikopiko, Hen & Chicken Fern			0.5m	PB5	Plant in groups of 1 & 3
<i>Asplenium oblongifolium</i>	Shining spleenwort			0.5m	PB5	Plant in groups of 1 & 3
<i>Astelia banksii</i>	Wharawhara			0.5m	PB5	Plant in groups of 1 & 3
<i>Aubrieta deltoidea</i>	Lilac bush, Purple Rock Cress			0.5m	PB5	Plant in groups of 1 & 3
<i>Austroderia toetoe</i>	Toetoe			0.75m	PB5	Plant in groups of 1 & 3
<i>Blechnum discolor</i>	Piupiu, crown fern			1m	PB5	Plant in semi-full shade in groups of 1 & 3
<i>Blechnum gibbum</i>	Silver lady			0.5m	PB5	Plant in semi-full shade in groups of 1 & 3
<i>Blechnum novae-zelandiae</i>	Kiokio			0.5m	PB5	Plant in groups of 1 & 3
<i>Carex spp</i>	Carex species			0.4m	PB5	Plant in groups of 1 & 3
<i>Centranthus ruber</i>	Red Valerian			0.4m	PB5	Plant in groups of 1 & 3
<i>Chionochloa flavicans</i>	Mini toetoe			0.75m	PB5	Plant in groups of 1 & 3
<i>Coprosma propinqua</i>	Mingimingi			0.6m	PB5	Plant in groups of 1 & 3
<i>Coprosma repens</i>	Taupata			0.5m	PB5	Plant in groups of 1 & 3
<i>Coprosma rhamnoides</i>	Twiggy coprosma			0.6m	PB5	Plant in groups of 1, 3 & 5
<i>Corokia cotoneaster 'little prince'</i>	Korokio			0.7m	PB5	Plant in groups of 1, 3 & 5
<i>Corokia x virgata 'Geenty's Ghost'</i>	Korokio			0.8m	PB12	Plant in groups of 1 & 3
<i>Cymbopogon citratus</i>	Lemon grass			1m	PB5	Plant in singles
<i>Cynara cardunculus var. scolymus</i>	Artichoke			0.5m	PB5	Plant in groups of 1 & 3
<i>Dianella "Little Rev"</i>	Tasmanian Dianella			0.5m	PB5	Plant in groups of 1 & 3
<i>Dianella nigra</i>	Tururu			0.5m	PB5	Plant in groups of 1 & 3
<i>Diets grandiflora</i>	Wild Iris			0.7m	PB5	Plant in groups of 1, 3 & 5
<i>Digitalis purpurea</i>	Purple Foxglove			0.3m	PB5	Plant in groups of 1, 3 & 5
<i>Echium candicans</i>	Pride of Madeira			0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Euphorbia glauca</i>	Waiuatua, Shore Spurge			0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Gomphocarpus physocarpus</i>	Swan Plant			0.3m	PB5	Plant in groups of 1, 3 & 5

Revisions
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Dilworth Trust Board

Consultant Team
Enovate Structural Engineer
Cosgroves Services (MEP) Engineers
Earccon Acoustic Engineer
Blue Barn Civil Engineer

Project Number: 220210

Project Stellar
76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
PLANTING SCHEDULE SHEET 1

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GB-02 Productive Planting Integrated into Native Mix					
Podium and planters					
Botanical Name	Common Name	Height and Spread (m)	Centres	Grade	Notes
<i>Hebe spp</i>	Hebe		0.4m	PB5	Plant in groups of 1, 3 & 5
<i>Hebe stricta</i>	Koromiko		0.6m	10L	Plant in groups of 1 & 3
<i>Hibiscus trionum</i>	Bladder Hibiscus		0.2m	PB5	Plant in groups of 1, 3 & 5
<i>Juncus spp.</i>	Wiwi		0.6m	PB5	Plant in groups of 1, 3 & 5
<i>Lavandula spp.</i>	Lavender		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Leptospermum scoparium</i> 'Winter Cheer'	Winter Cheer Manuka		0.6m	PB5	Plant in groups of 1, 3 & 5
<i>Leptospermum scoparium shrub spp.</i>	Manuka shrub		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Libertia grandiflora</i>	Mikoikoi		0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Libertia peregrinans</i>	Mikoikoi		0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Machaerina rubiginosa</i>	Mokuaototo		0.6m	PB5	Plant in groups of 1, 3 & 5
<i>Mazus reptans</i>	Cupflower		0.4m	PB5	Plant in groups of 1, 3 & 5
<i>Mentha piperita</i>	Common mint		1m	PB5	Plant in singles
<i>Metrosdieros perforata</i>	Akatea		0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Nepeta x faassenii</i>	Faassen's Catnip		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Parahebe cataractae</i>	Digger's Speedwell		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Phormium "Emerald Green"</i>	Wharariki		0.75m	PB5	Plant in groups of 1, 3, 5 & 7
<i>Phormium tenax</i>	Haraheke		0.8m	PB5	Plant in groups of 1 & 3
<i>Polystichum vestitum</i>	Prickly shield fern		0.35m	PB5	Plant in semi shade in groups of 1 & 3
<i>Rosmarinus officianalis "Tuscan Blue"</i>	Rosemary		1m	PB5	Plant in singles
<i>Salvia officinalis</i>	Sage		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Santolina chamaecyparissus</i>	Lavender Cotton		0.5m	PB5	Plant in groups of 1 & 3
<i>Thymus serpyllum</i>	Wild thyme		0.5m	PB5	Plant in groups of 1 & 3
<i>Vaccinium ashei</i>	Rabbit eye blueberry		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Viola odorata</i>	Sweet Violet		0.5m	PB5	Plant in groups of 1, 3 & 5
Edge Plants					
<i>Carex spp</i>	Carex species		0.4m	PB5	Plant in groups of 1 & 3
<i>Metrosdieros perforata</i>	Akatea		0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Polystichum vestitum</i>	Prickly shield fern		0.35m	PB5	Plant in semi shade in groups of 1 & 3
<i>Dianella "Little Rev"</i>	Tasmanian Dianella		0.5m	PB5	Plant in groups of 1 & 3
<i>Libertia grandiflora</i>	Mikoikoi		0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Libertia peregrinans</i>	Mikoikoi		0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Metrosdieros perforata</i>	Akatea		0.35m	PB5	Plant in groups of 1, 3 & 5
<i>Parahebe cataractae</i>	Digger's Speedwell		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Salvia officinalis</i>	Sage		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Rosmarinus officianalis</i>	Trailing rosemary		1m	PB5	Plant to overhang elevated edges
<i>Thymus serpyllum</i>	Wild thyme		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Vaccinium ashei</i>	Rabbit eye blueberry		0.5m	PB5	Plant in groups of 1, 3 & 5
<i>Viola odorata</i>	Sweet Violet		0.5m	PB5	Plant in groups of 1, 3 & 5
Ground Covers					
<i>Acaena microphylla</i>	Scarlett pipiripi		1.2m	PB5	
<i>Acaena purpurea</i>	Purple bidibidi		1.2m	PB5	
<i>Blechnum penna-marina</i>	Alpine water fern		1.2m	PB5	Plant in semi-shade, full sun
<i>Coprosma acerosa "red rocks"</i>	Red rocks		1.2m	PB5	
<i>Doodia australis</i>	Pukupuku		1.2m	PB5	
<i>Fuchsia procumbens</i>	Lady's Eardrops		1.2m	PB5	
<i>Leptinella dioica</i>	Shore cotula		1.2m	PB5	
<i>Lobelia angulata</i>	Panakenake		1.2m	PB5	
<i>Microsorium pustulatum</i>	Hounds tongue fern		1.2m	PB5	Plant in semi shade
<i>Muehlenbeckia axillaris</i>	Creeping wire vine		1.2m	PB5	
<i>Origanum majorana</i>	Spreading marjoram		1.2m	PB5	
<i>Origanum vulgare</i>	Creeping marjoram		1.2m	PB5	
<i>Pimelia prostrata</i>	NZ daphne		1.2m	PB5	
<i>Scabiosa caucasica</i>	Perennial pincushion		1.2m	PB5	
<i>Selliera radicans</i>	Remuremu		1.2m	PB5	
<i>Thymus vulgaris</i>	Creeping thyme		1.2m	PB5	Mix in various subspecies

Revisions
A RESOURCE CONSENT 03/02/2023

Notes

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Enovate
Structural Engineer
Cosgroves
Services (MEP) Engineers
Earcon
Acoustic Engineer
Blue Barn
Civil Engineer

Project Number: 220210

Project Stellar

76 & 80 Great South Road, Epsom, Auckland 1051

Sheet
PLANTING SCHEDULE SHEET 2

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LANDSCAPE

Drawing Number Revision

RC-083 (A)

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LEVELS & DRAINAGE STRATEGY

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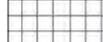


LANDSCAPE

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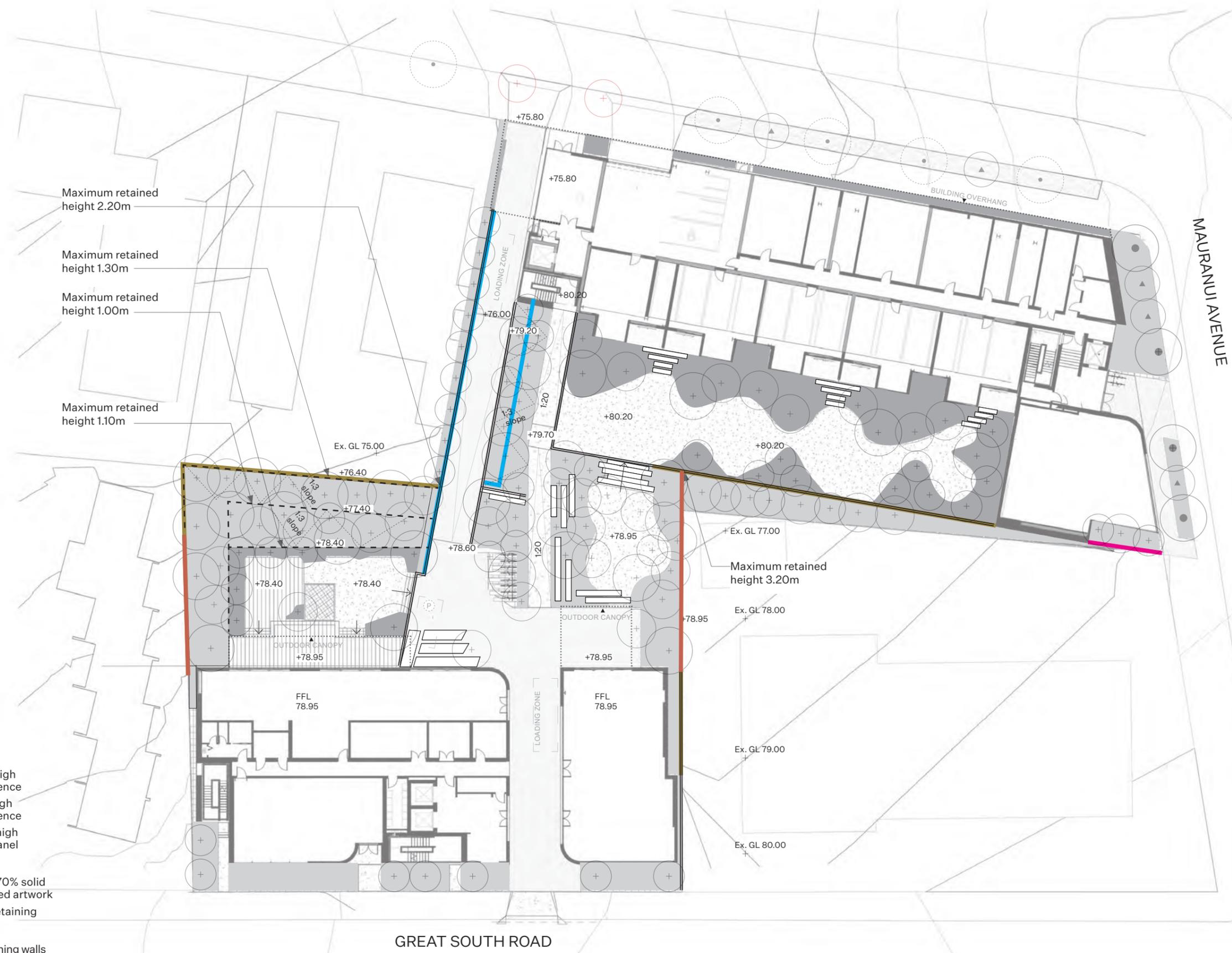
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- Legend**
-  Paved laneway (drainage by surface falls, slot drains and slab drains)
 -  Timber deck
 -  Surface falls on rigid surface
 -  1:20 Fall gradient
 -  +00.00 Proposed Retained Level
 -  - - - - - Indicative drainage channel paving
 -  Garden bed
 -  - - - - - Proposed retaining walls . Refer to RC-085 for details

GREAT SOUTH ROAD

MAURANUI AVENUE



Maximum retained height 2.20m
 Maximum retained height 1.30m
 Maximum retained height 1.00m
 Maximum retained height 1.10m

- Legend**
- Fence Type 1 - 1.8m high Ronstan rope mesh fence
 - Fence Type 1 - 1.1m high Ronstan rope mesh fence
 - Fence Type 2 - 1.8m high Boundaryline Colorpanel Classic fence
 - Fence Type 3 - 1.8m 70% solid fencing with perforated artwork
 - Proposed concrete retaining walls
 - Proposed timber retaining walls
 - + Proposed Retained Levels

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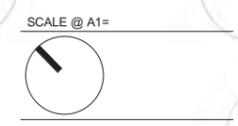
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Sheet
FENCING & RETAINING STRATEGY



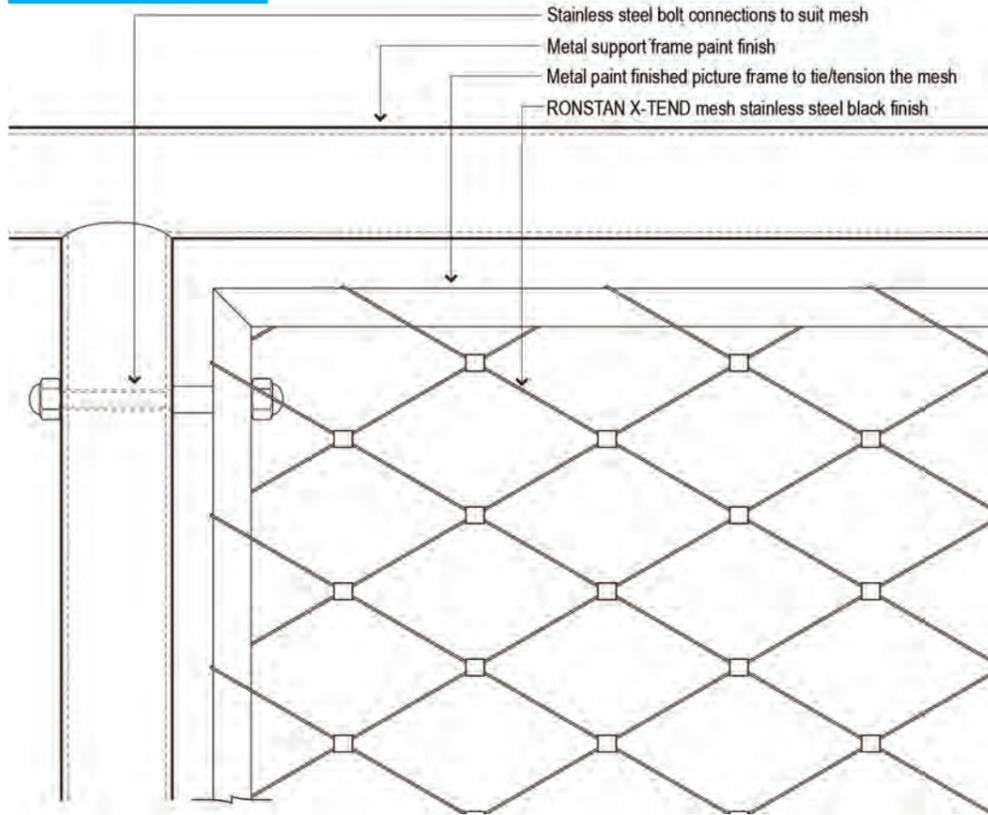
LANDSCAPE

Drawing Number: RC-085 Revision: A

FENCE TYPE 1 BORDER DETAIL

X-TEND® Mesh

- Stainless steel bolt connections to suit mesh
- Metal support frame paint finish
- Metal paint finished picture frame to tie/tension the mesh
- RONSTAN X-TEND mesh stainless steel black finish



FENCE TYPE 3

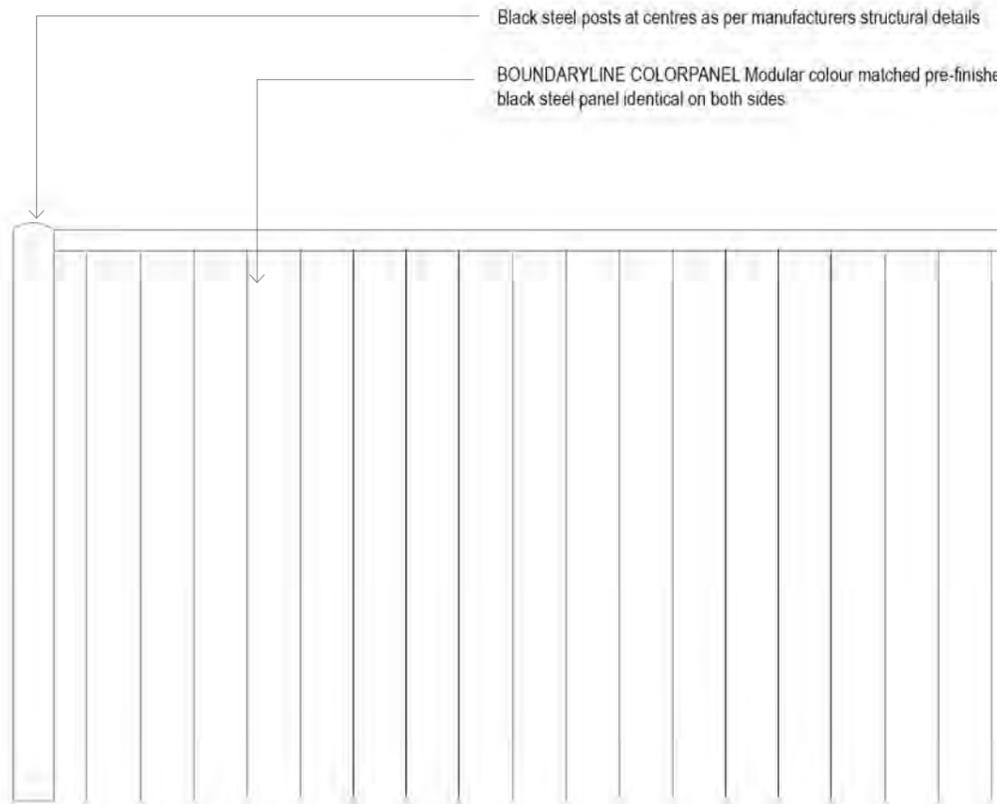
To be designed in collaboration with artists.
Ensure maximum porosity of 30-35%



FENCE TYPE 2 BORDER DETAIL

Colorpanel Classic

- Black steel posts at centres as per manufacturers structural details
- BOUNDARYLINE COLORPANEL Modular colour matched pre-finished black steel panel identical on both sides



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FENCE TYPES

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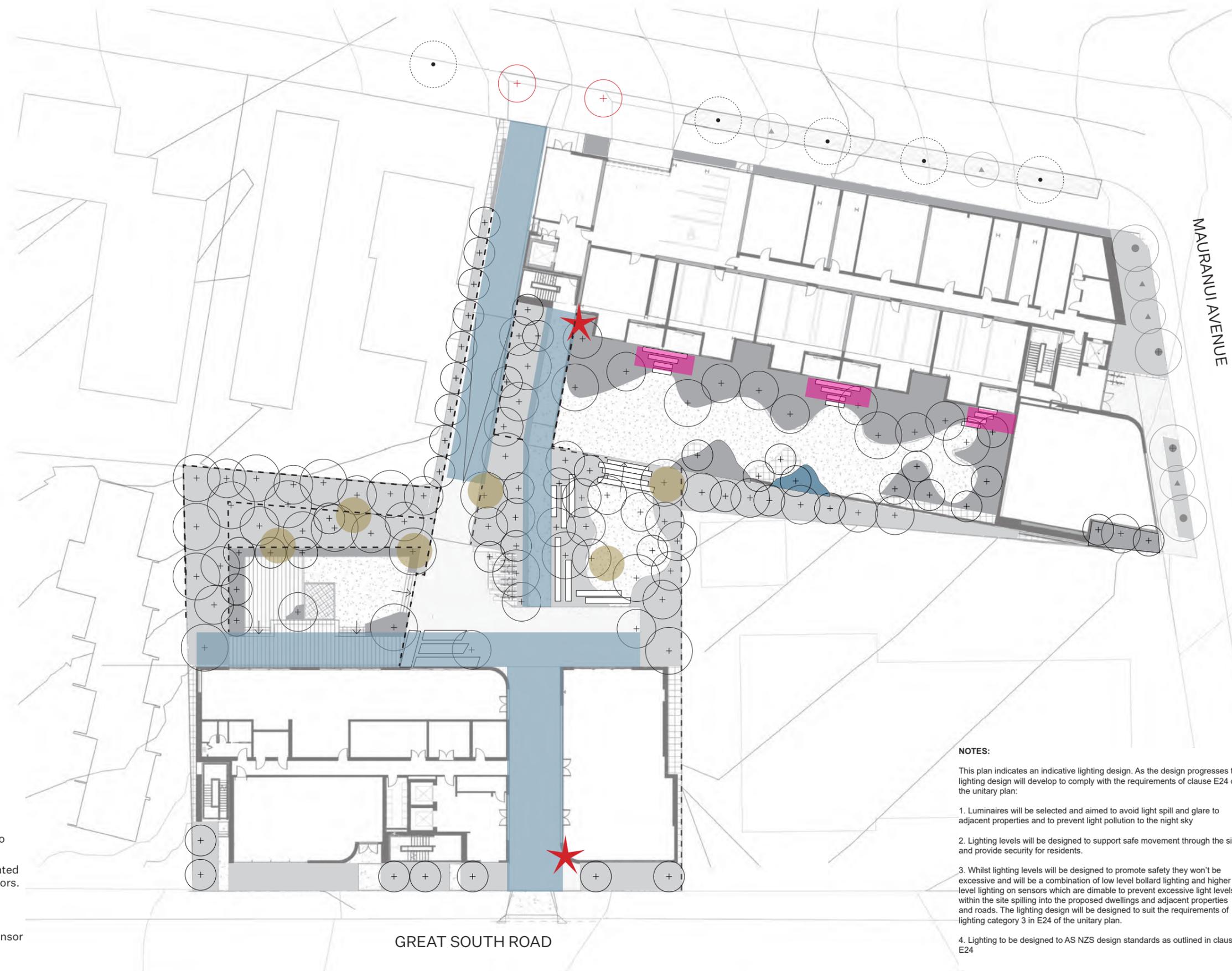
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LIGHTING STRATEGY

SCALE @ A1=



LANDSCAPE

Drawing Number Revision
RC-087 A



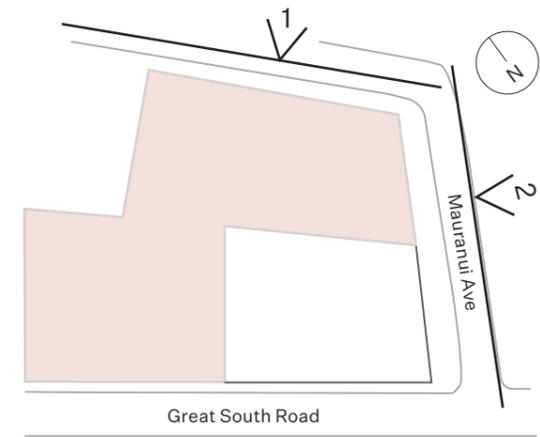
- Legend**
- Soffit, bollard and/or recessed wall lighting to highlight entries.
 - Building and pole mounted lights on dimming sensors.
 - Landscape lighting - specimen trees.
 - Movement triggered sensor lights.

- NOTES:**
- This plan indicates an indicative lighting design. As the design progresses the lighting design will develop to comply with the requirements of clause E24 of the unitary plan:
1. Luminaires will be selected and aimed to avoid light spill and glare to adjacent properties and to prevent light pollution to the night sky
 2. Lighting levels will be designed to support safe movement through the site and provide security for residents.
 3. Whilst lighting levels will be designed to promote safety they won't be excessive and will be a combination of low level bollard lighting and higher level lighting on sensors which are dimable to prevent excessive light levels within the site spilling into the proposed dwellings and adjacent properties and roads. The lighting design will be designed to suit the requirements of lighting category 3 in E24 of the unitary plan.
 4. Lighting to be designed to AS NZS design standards as outlined in clause E24

GREAT SOUTH ROAD

MAURANUI AVENUE

1. Mauranui Ave Elevation North



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Project Stellar

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Sheet
LANDSCAPE ELEVATIONS SHEET 1

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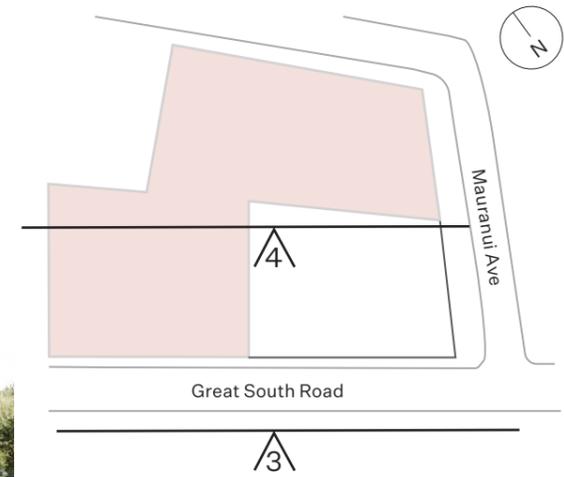
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2. Mauranui Ave Elevation East



3. Great South Road Elevation



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Sheet
 LANDSCAPE ELEVATIONS SHEET 2

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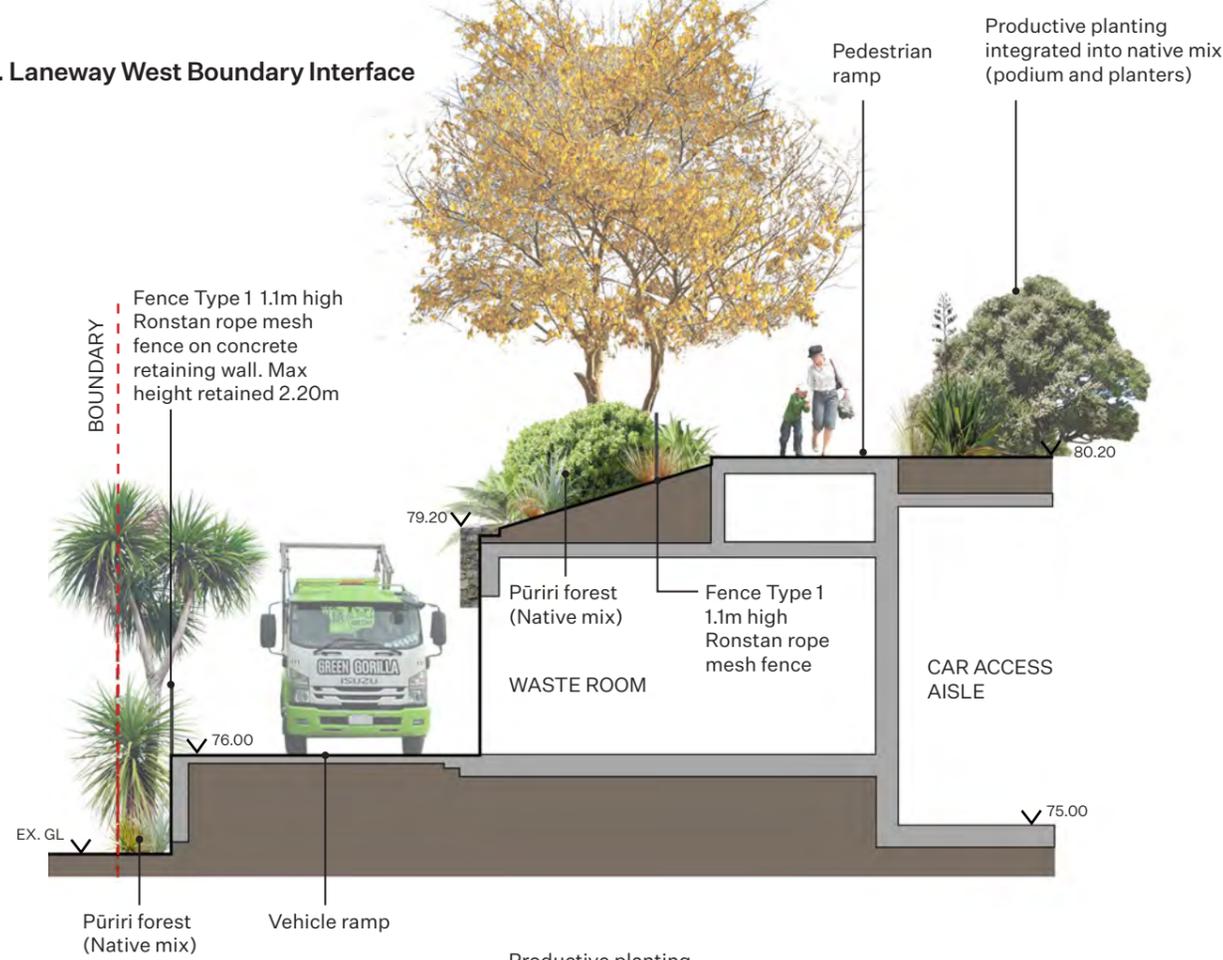
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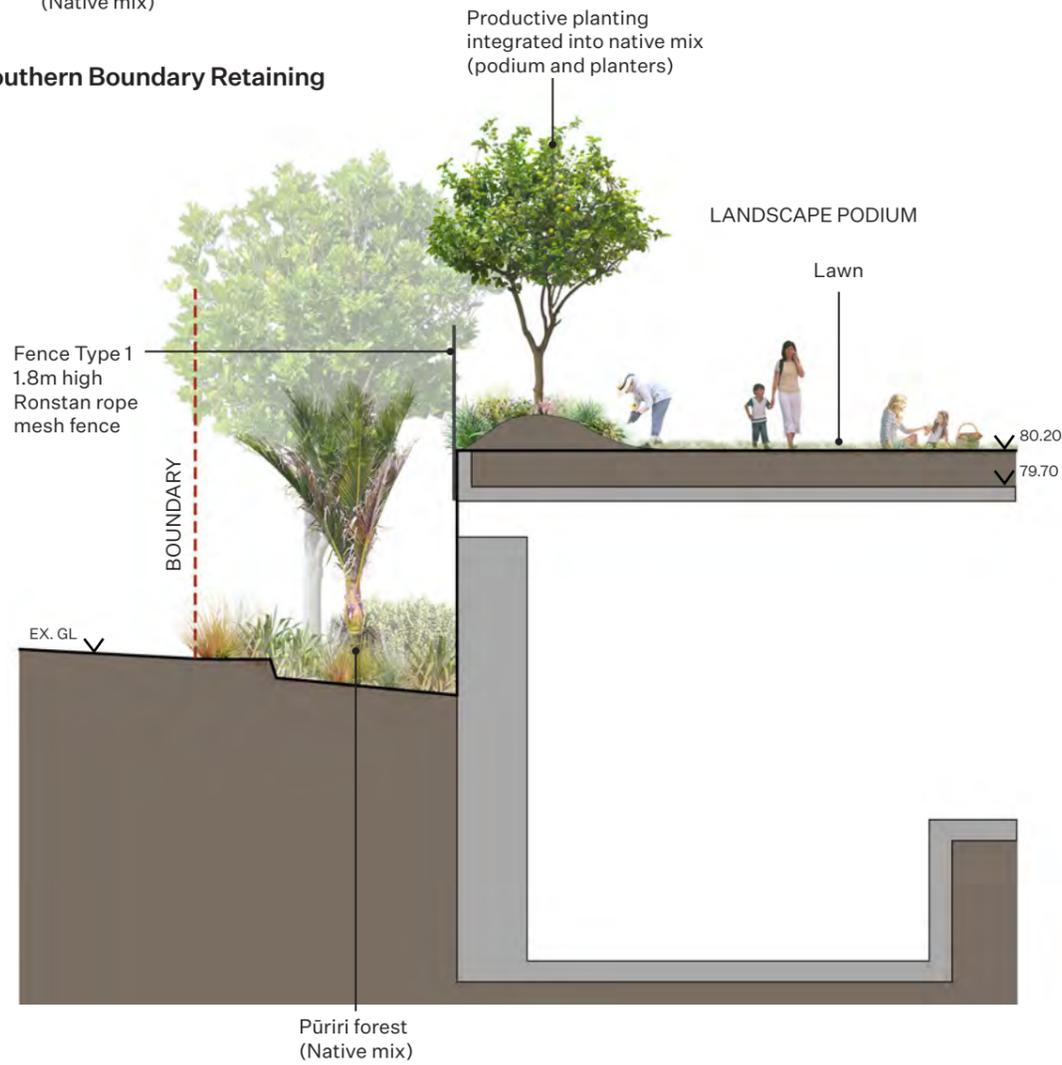
4. Through North Courtyard



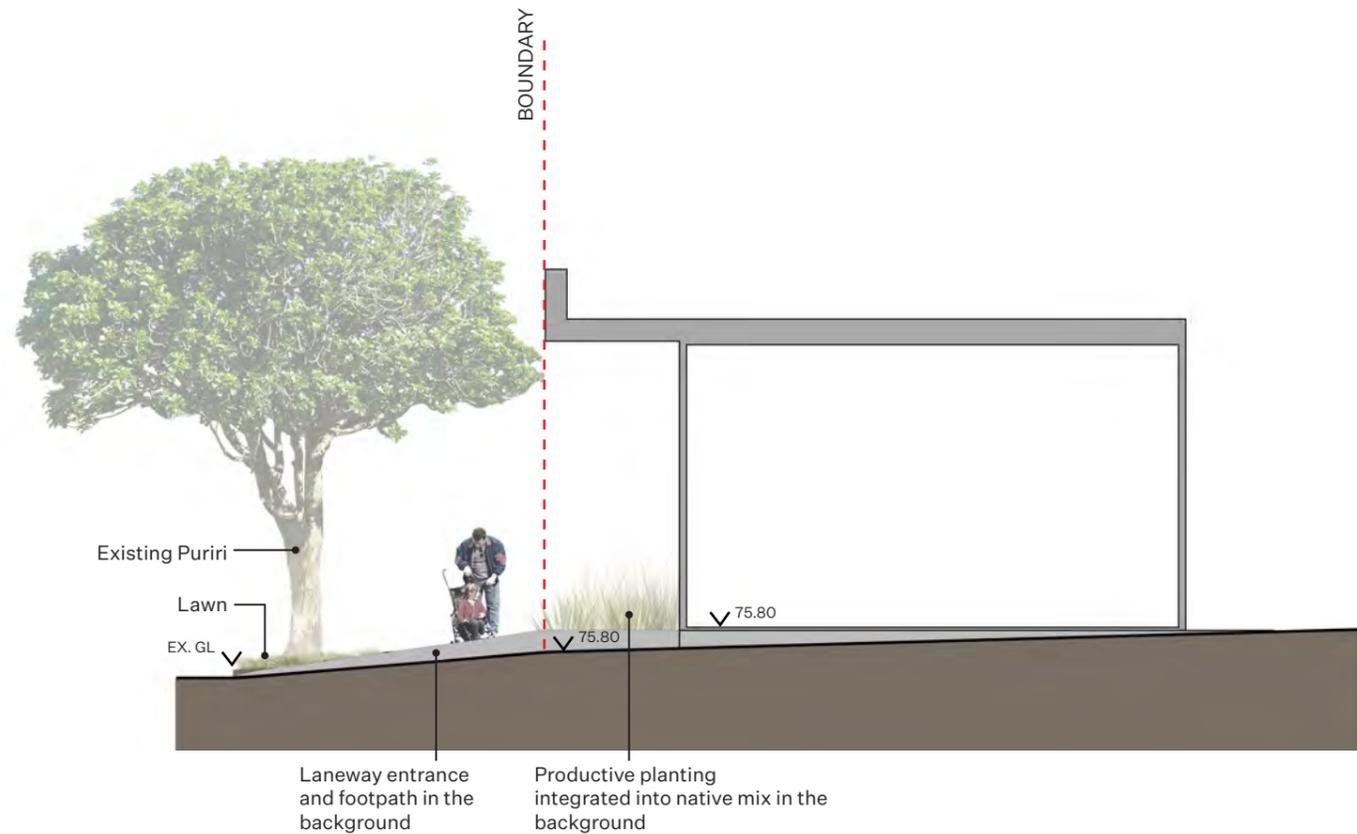
1. Laneway West Boundary Interface



2. Southern Boundary Retaining



3. Mauranui Ave Laneway Entry



Revisions

A	RESOURCE CONSENT	03/02/2023
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Notes

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Sheet
LANDSCAPE SECTIONS

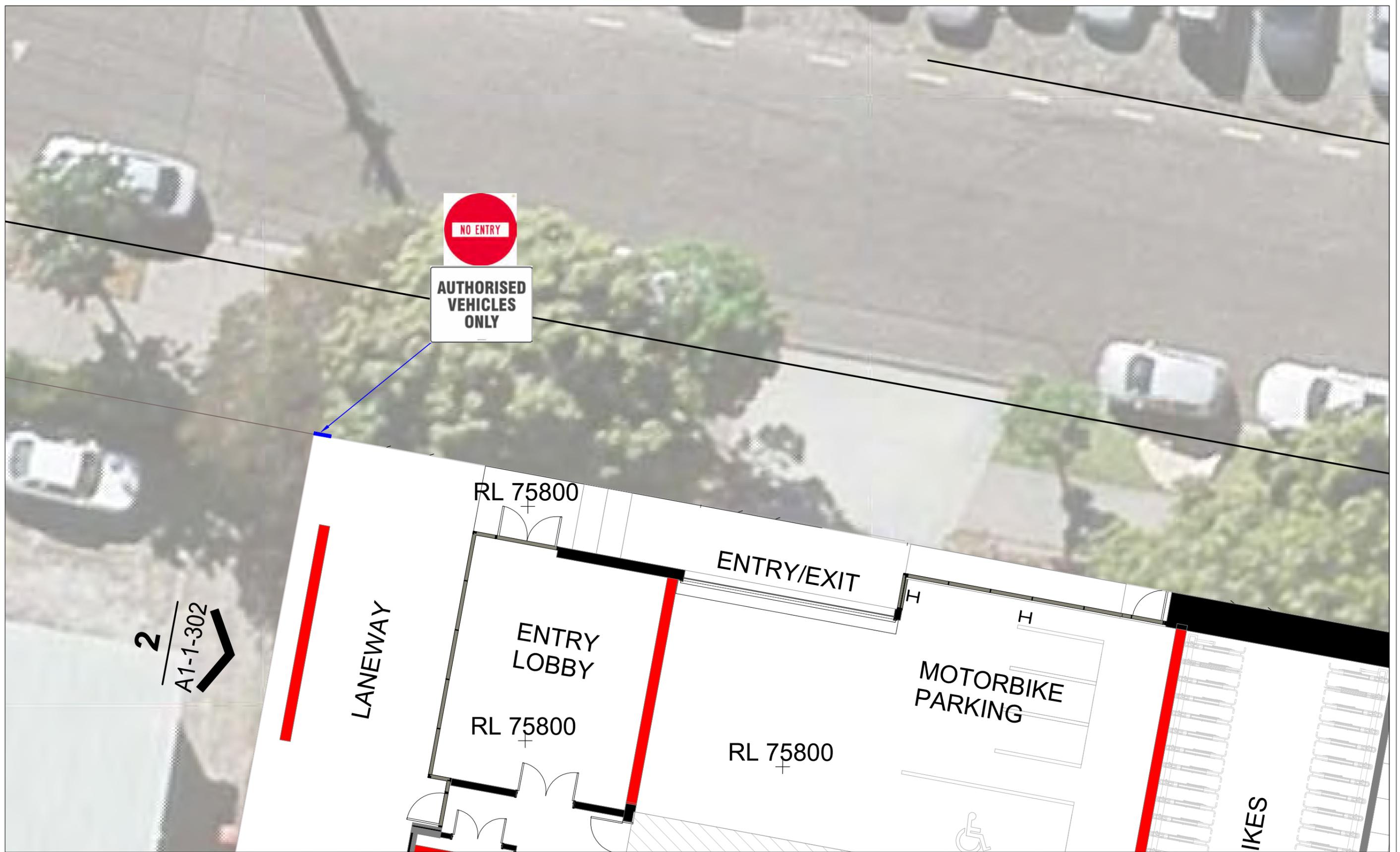
SCALE @ A1=

LANDSCAPE

Drawing Number Revision

RC-090 **(A)**

DO NOT SCALE OFF THIS DRAWING
CONTRACTOR MUST VERIFY ALL DIMENSIONS
BEFORE COMMENCING ANY WORK
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Revision notes:		
Rev:	Date:	Notes:

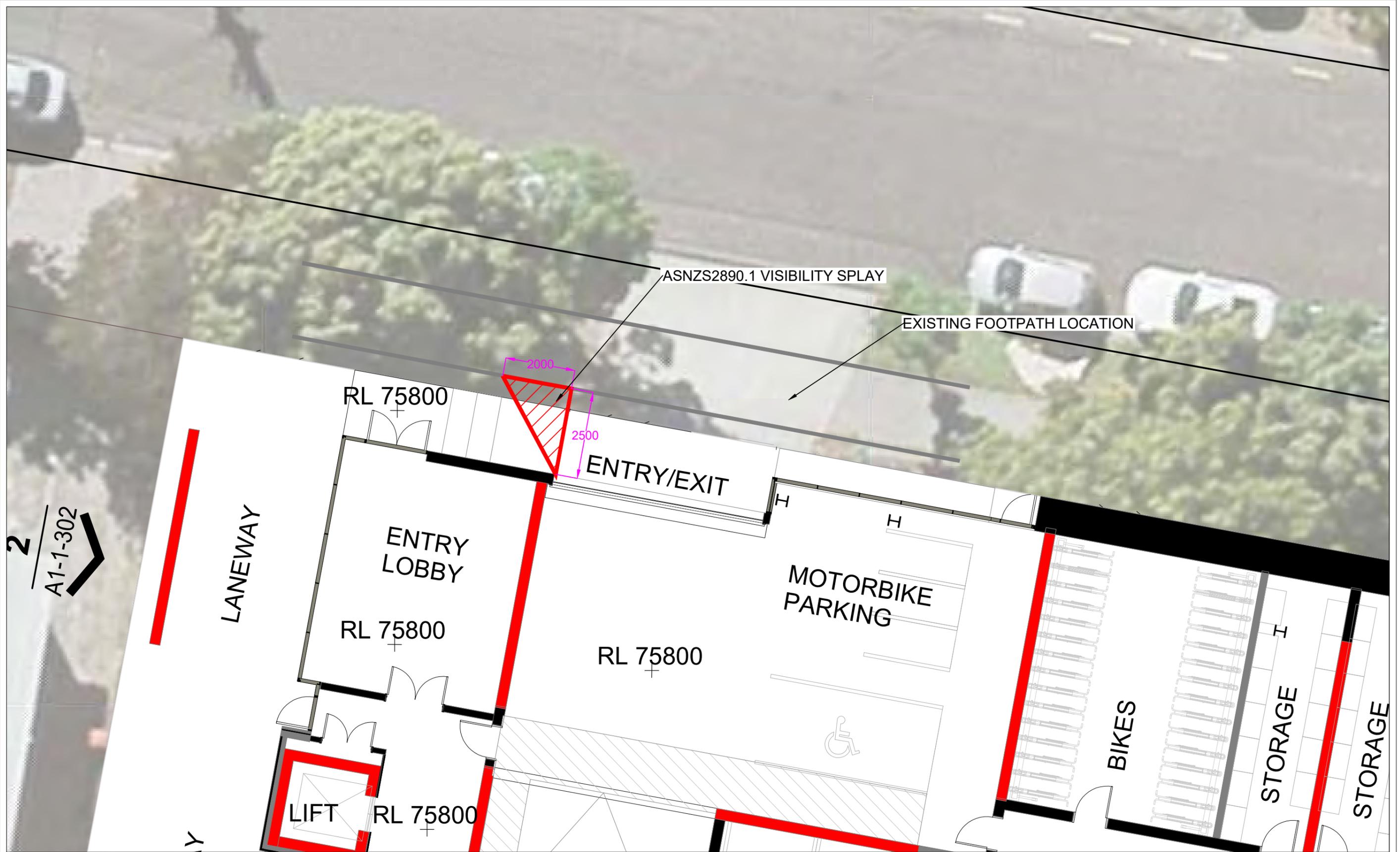
Drawn by: JB Project Stellar, 76-80 GSR, Remuera	Client:
---	------------------------

Project: 76-80 Great South Rd Residential Development	Drawing Title: Signage
--	----------------------------------

Date: 26/05/23	Scale @ A3: 1:100
Revision: A	



Figure:
S2



Revision notes:		
Rev:	Date:	Notes:

Drawn by:
 JB
 Project Stellar, 76-80 GSR, Remuera

Client:

Project:
 76-80 Great South Rd
 Residential Development

Drawing Title:
 Mauranui Ave
 Visibility Splay

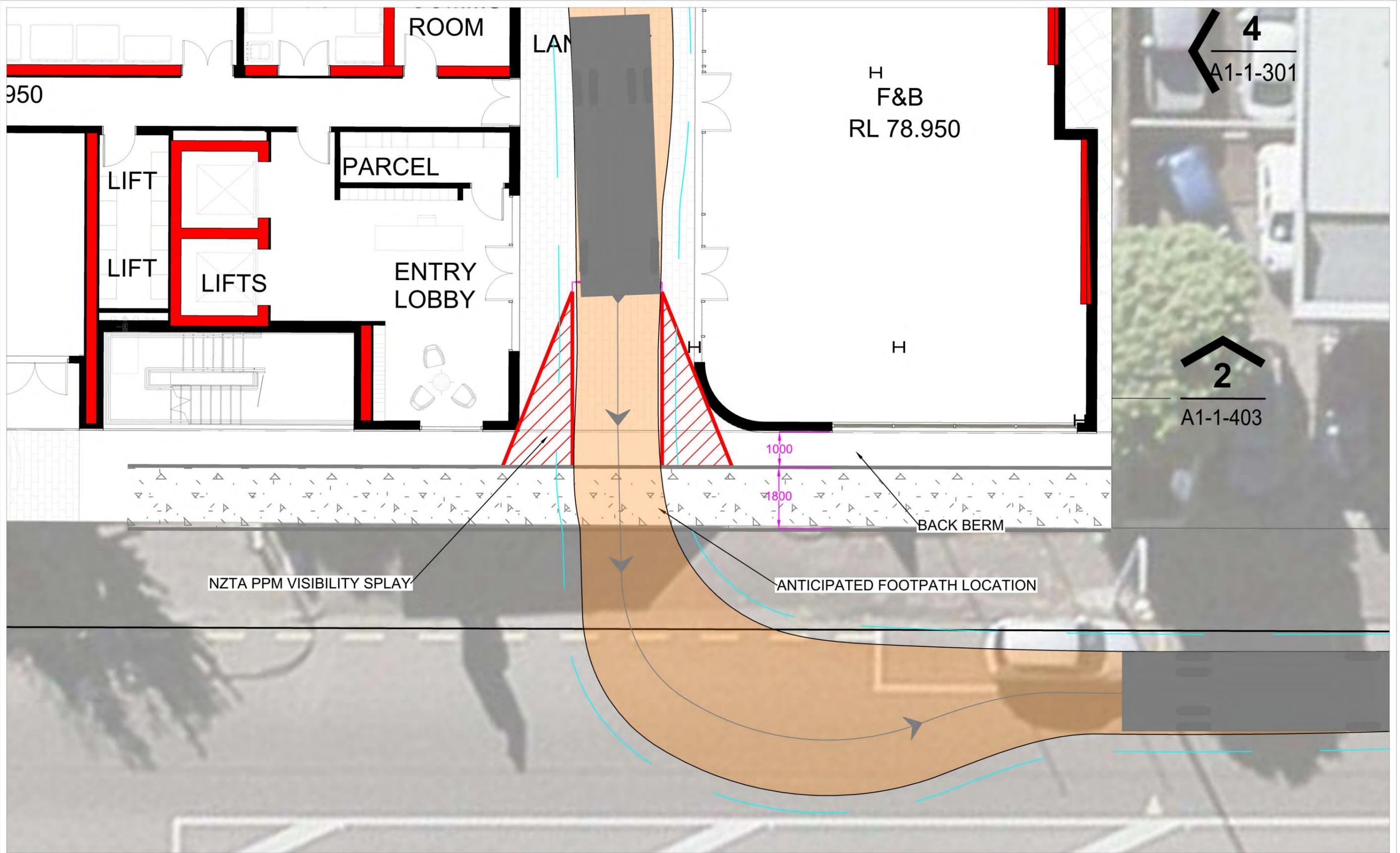
Date:
 26/05/23

Scale @ A3:
 1:100

Revision:
 A



Figure:
 S3



Revision notes:		
Rev:	Date:	Notes:

Drawn by:
JB
Project Stellar, 76-80 GSR, Remuera

Client:

Project:
76-80 Great South Rd
Residential Development

Drawing Title:
GSR
Visibility Splay & Vehicle Tracking

Date:
26/05/23

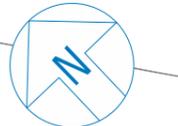
Scale @ A3:
1:100

Revision:
A



Figure:
S4

Plot: Tue, 14 Mar 2023 - 12:08pm By: SELINA.ZHU
 File Name: C:\1245\data\BBNA\S0102240-01 - 76-80 Great South Road - Civil Works_221706 Drawings\00 CAD Civil\01 Production Drawings\02240-01-200-EARTHWORKS FG CONTOUR PLAN.dwg



- NOTES:**
- COORDINATES ARE IN ACCORDANCE WITH MOUNT EDEN 2000.
 - THE DRAWING IS SHOWN IN METRES UNLESS STATED OTHERWISE.

LEGEND:

DESIGN CONTOUR (MAJOR @2.5m INTERVAL)	— 20.0 —
DESIGN CONTOUR (MINOR @0.5m INTERVAL)	— 20.5 —
PROPOSED PERVIOUS AREA (LANDSCAPING)	
PROPOSED IMPERVIOUS AREA (ROOF)	
PROPOSED LANEWAY	

FOR CONSENT

0	ISSUE FOR CONSENT	SY	SD	14/03/2023
REV.	REVISION DESCRIPTION	BY	APP.	DATE

CLIENT:

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 www.bluebarn.co.nz

PROJECT: **DILWORTH TRUST BOARD**
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

TITLE: **EARTHWORKS**
FINISHED GROUND CONTOURS PLAN

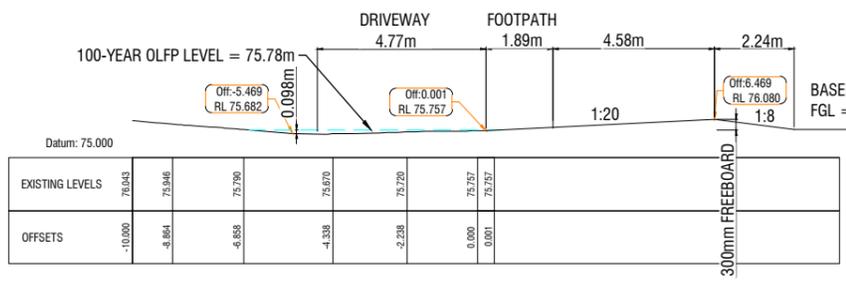
DESIGNED: SY	DATE: 09/06/2022	DRAWING CHECK: DD	DATE: 14/03/2023
DRAWN: SY	DATE: 14/06/2022	DESIGN CHECK: SD	DATE: 21/06/2022
APPROVED: SD	DATE: 21/06/2022	SCALE: 1:200@A1 1:400@A3	ORIG. SIZE: A1

PROJECT NUMBER: **02240-01** ISSUE STATUS: **FOR CONSENT**

PROPOSED DEVELOPMENT		
TOTAL AREA (m ²)	PERVIOUS AREA(m ²)	IMPERVIOUS AREA(m ²)
4,173	1,508	2,665



DRAWING NUMBER: **02240-ST1-C-200** REVISION: **0**



A CROSS SECTION
1:100 (A1)
1:200 (A3)

Chainage 04.000



LEGEND:

PROPOSED RAMP

FOR INFORMATION

0	FOR INFORMATION	SZ	09/06/2023
REV.	REVISION DESCRIPTION	BY	APP. DATE
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PROJECT: DILWORTH TRUST BOARD
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

TITLE: EARTHWORKS
PROPOSED RAMP LAYOUT
AND CROSS SECTION

DESIGNED: SZ	DATE: 01/06/2023	DRAWING CHECK: ---	DATE: ---
DRAWN: SZ	DATE: 01/06/2023	DESIGN CHECK: SD	DATE: 09/06/2023
APPROVED: SD	DATE: 09/06/2023	SCALE: AS SHOWN	ORIG. SIZE: A1

PROJECT NUMBER: 02240-01
ISSUE STATUS: FOR INFORMATION

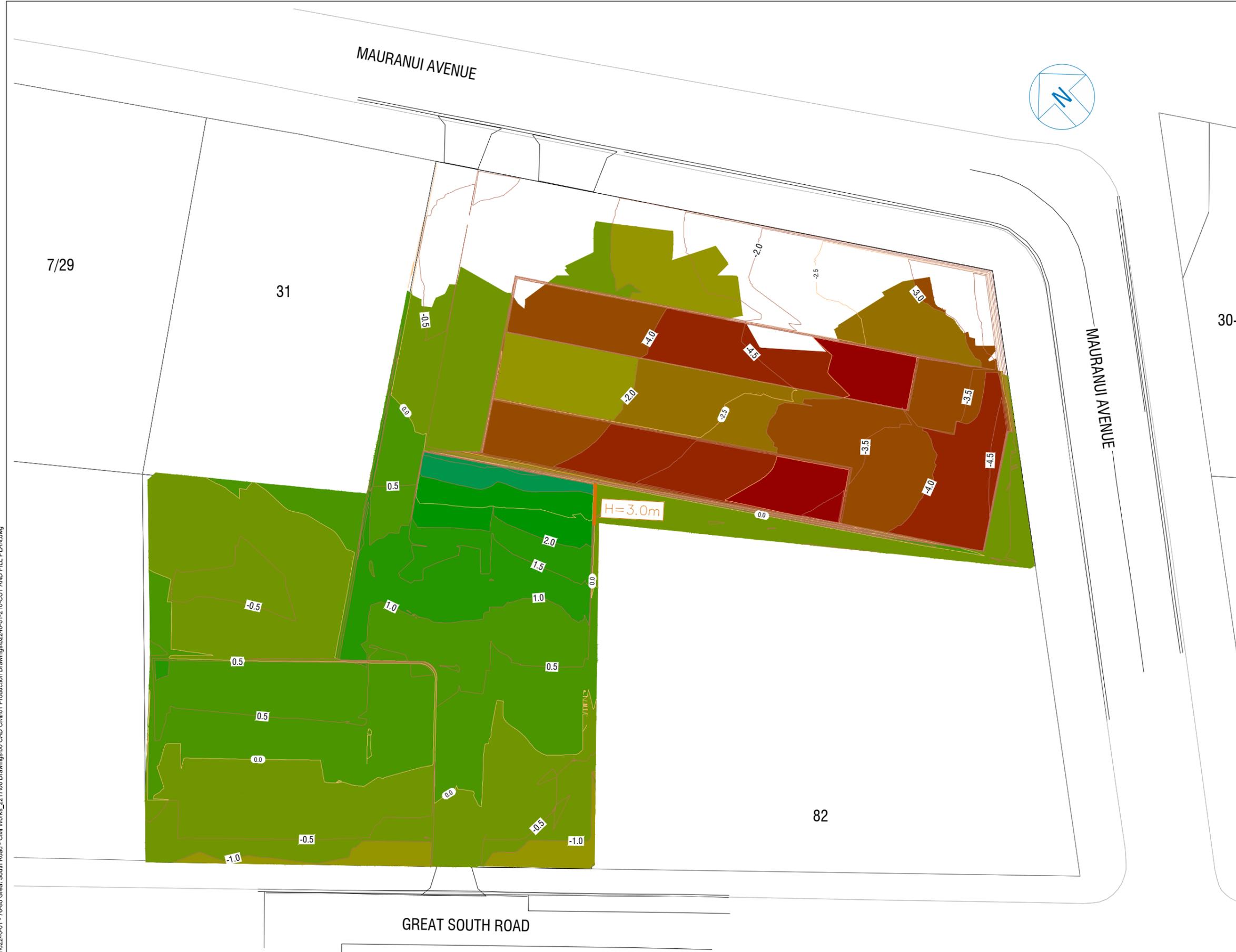
DRAWING NUMBER: 02240-01-SK-001
REVISION: 0

PROPOSED RAMP LAYOUT

1:50 (A1)
1:100 (A3)

Photo: Fri, 09 Jun 2023 - 4:33pm By: SELINA.ZHU
 File Name: C:\1245\data\BBNA\S0102240-01 - 76-80 Great South Road - Civil Works_2217106 Drawings\00 CAD Civil\01 Production Drawings\02240-01-SK-001.dwg

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- NOTES:**
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EARTHWORK CALCULATION

EARTHWORK AREA 4,169 m²

PROPOSED CUT VOLUME 5,670m³

PROPOSED FILL VOLUME 1,030m³

PROPOSED RETAINING WALL AND INDICATION OF RETAINED HEIGHT

H=3.0m

LEGEND:

Surface Analysis: Elevation Ranges			
Number	Color	Minimum Elevation (m)	Maximum Elevation (m)
1	Dark Red	-6.000	-5.000
2	Red	-5.000	-4.000
3	Dark Orange	-4.000	-3.000
4	Orange	-3.000	-2.000
5	Light Orange	-2.000	-1.000
6	Yellow-Orange	-1.000	0.000
7	Yellow	0.000	1.000
8	Light Green	1.000	2.000
9	Green	2.000	3.000
10	Dark Green	3.000	4.000

FOR CONSENT

0	FOR CONSENT	SY	SD	14/03/2023
REV.	REVISION DESCRIPTION	BY	APP.	DATE

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PROJECT: **DILWORTH TRUST BOARD**
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

TITLE: **PROPOSED EARTHWORKS**
CUT AND FILL PLANS

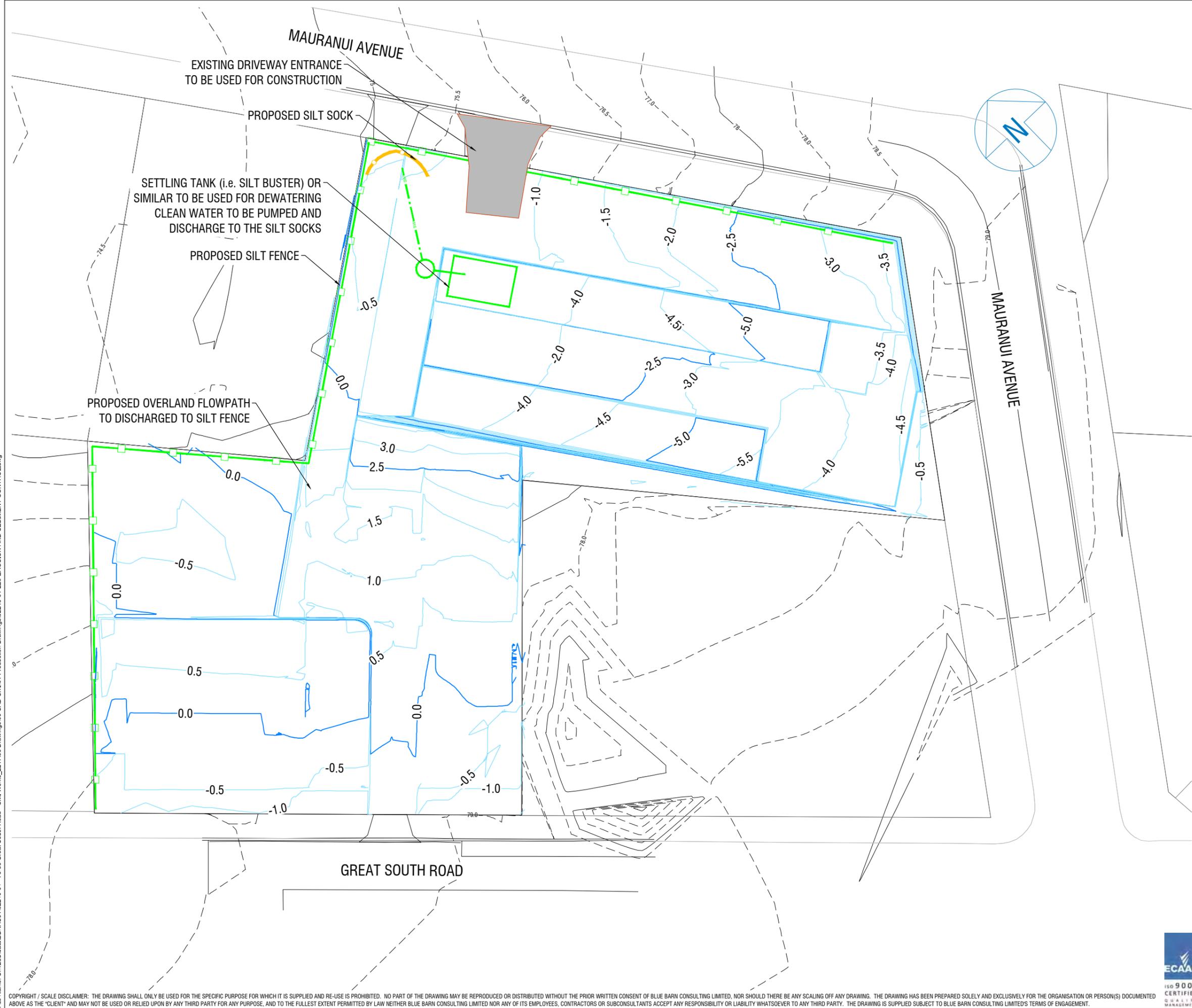
DESIGNED: SY	DATE: 10/06/2022	DRAWING CHECK: DD	DATE: 14/03/2023
DRAWN: SY	DATE: 21/06/2022	DESIGN CHECK: SD	DATE: 21/06/2022
APPROVED: SD	DATE: 21/06/2022	SCALE: 1:200@A1 1:400@A3	ORIG. SIZE: A1

PROJECT NUMBER: **02240-01** ISSUE STATUS: **FOR CONSENT**

DRAWING NUMBER: **02240-01-210** REVISION: **0**

Plotted: Tue, 14 Mar 2023 - 3:43pm By: SELINA.ZHU
 File Name: C:\1245\data\BBNA\S0102240-01 - 76-80 Great South Road - Civil Works_2217106 Drawings\00 CAD Civil\01 Production Drawings\02240-01-210-CUT AND FILL PLAN.dwg

Plotfile: Tue, 14 Mar 2023 - 12:12pm By: SELINA.ZHU
 File Name: C:\1245\data\BBNA\S0102240-01 - 76-80 Great South Road - Civil Works_2217106 Drawings\00 CAD Civil\01 Production Drawings\02240-01-220-EROSION AND SEDIMENT CONTROL.dwg



- NOTES:**
- COORDINATES ARE IN ACCORDANCE WITH MOUNT EDEN 2000.
 - THE DRAWING IS SHOWN IN METRES UNLESS STATED OTHERWISE.

LEGEND:

CUT AND FILL CONTOURS (MAJOR @2.5m INTERVAL)	— 25.0 —
CUT AND FILL CONTOURS (MINOR @0.5m INTERVAL)	— 21.0 —
PROPOSED SILT FENCE	— [Green line with squares] —
PROPOSED SILT BUSTER	[Green rectangle]
PROPOSED OVERLAND FLOW	— [Green line with arrow] —
PROPOSED SILT SOCKS	— [Orange line with circles] —

FOR CONSENT

0 FOR CONSENT	SY	SD	14/03/2023
REV. REVISION DESCRIPTION	BY	APP.	DATE
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PROJECT: **DILWORTH TRUST BOARD**
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

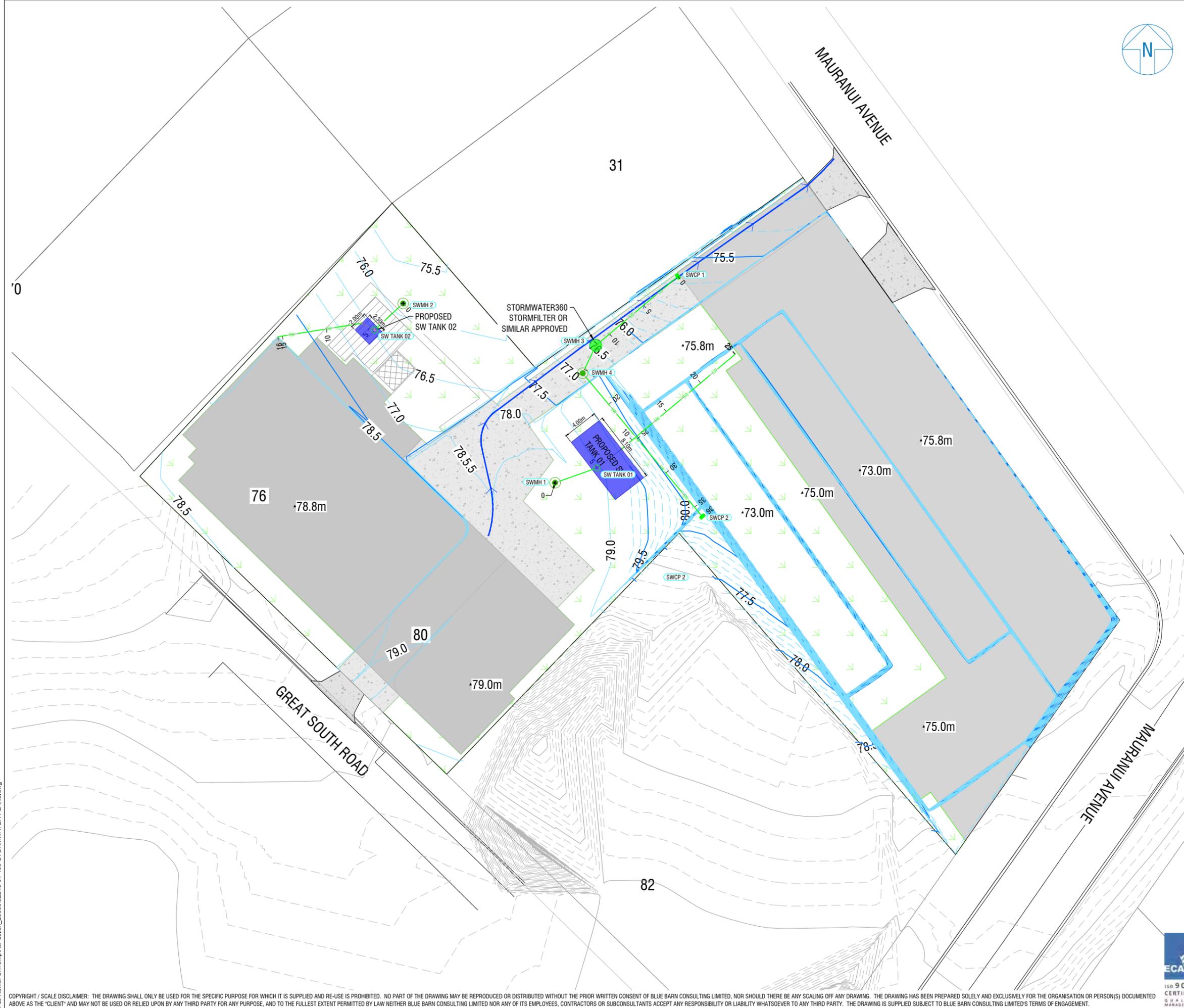
TITLE: **PROPOSED EARTHWORKS**
EROSION AND SEDIMENT CONTROL PLAN

DESIGNED: SY	DATE: 14/06/2022	DRAWING CHECK: DD	DATE: 14/03/2023
DRAWN: SY	DATE: 15/06/2022	DESIGN CHECK: SD	DATE: 15/06/2022
APPROVED: SD	DATE: 15/06/2022	SCALE: 1:200@A1 1:400@A3	ORIG. SIZE: A1

PROJECT NUMBER: **02240-01** ISSUE STATUS: **FOR CONSENT**

DRAWING NUMBER: **02240-ST01-C-220** REVISION: **0**

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- NOTES:**
- COORDINATES ARE IN ACCORDANCE WITH MOUNT EDEN 2000.
 - THE DRAWING IS SHOWN IN METRES UNLESS STATED OTHERWISE.

- LEGEND:**
- DESIGN CONTOURS (MAJOR @2.5m INTERVAL) — 20.0
 - DESIGN CONTOURS (MINOR @0.5m INTERVAL) — 20.5
 - PROPOSED ROOF AREA [Grey Box]
 - PROPOSED LANEWAY [Blue Box]
 - PROPOSED LANDSCAPING AREA [Green Box]
 - PROPOSED OVERLAND FLOW [Blue Arrow]
 - PROPOSED STORMWATER PIPE [Dashed Green Line]
 - PROPOSED STORMWATER TREATMENT DEVICE [Green Circle with Dot]
 - PROPOSED SOAK HOLE [Green Circle]
 - PROPOSED ACCESS CHAMBER FOR STORMWATER TANK [Green Circle]
 - PROPOSED CATCHPIT [Green Rectangle with Lines]

FOR CONSENT

1	FOR CONSENT	SZ	-	09/06/2023
0	FOR CONSENT	SY	SD	14/03/2023
REV. REVISION DESCRIPTION		BY	APP.	DATE
CLIENT:				

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PROJECT: DILWORTH TRUST BOARD
 76-80 GREAT SOUTH ROAD - CIVIL WORKS
 RESOURCE CONSENT

TITLE: DRAINAGE
 STORMWATER LAYOUT PLAN

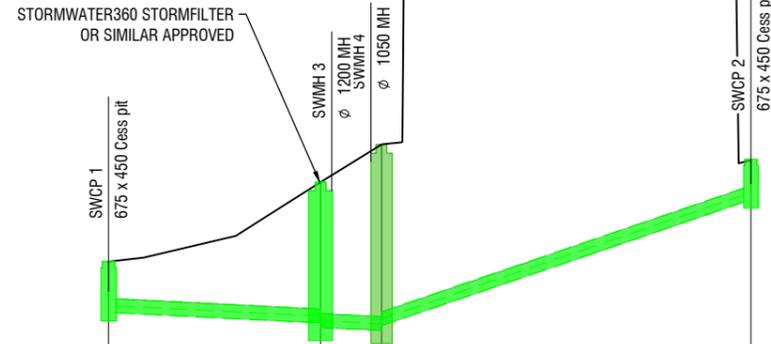
DESIGNED: SY	DATE: 15/06/2022	DRAWING CHECK: DD	DATE: 14/03/2023
DRAWN: SY	DATE: 15/06/2022	DESIGN CHECK: SD	DATE: 09/06/2023
APPROVED: SD	DATE: 09/06/2023	SCALE: 1:200@A1 1:400@A3	ORIG. SIZE: A1

PROJECT NUMBER: 02240-01 ISSUE STATUS: FOR CONSENT

DRAWING NUMBER: 02240-ST01-C-400 REVISION: 1

Plotted: Fri, 09 Jun 2023 - 4:20pm By: SELINA.ZHU
 File Name: C:\Temp\AcPublish_23860\02240-01-406-STORMWATER PLANS.dwg

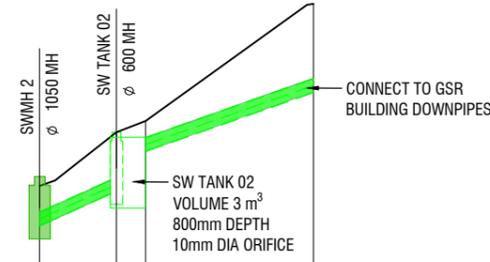
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VERTICAL EXAG. : 1:5
DATUM: 74.00

COVER	0.42	1.44	0.00	0.00	0.00
DEPTH TO INVERT	0.57	1.64	2.10	0.00	0.46
INVERT LEVEL	75.00	74.88	74.80	74.85	76.28
LID LEVEL	75.57	76.47	76.90	76.73	76.28
CHAINAGE	0.00	12.00	15.45	36.37	76.28
PIPE LENGTH	11.07m	2.33m	20.11m		
SIZE & GRADIENT	150 NB UPVC SN 16 1.00% (1:100)	150 NB UPVC SN 16 1.00% (1:100)	150 NB UPVC PN 6 6.82% (1:15)		

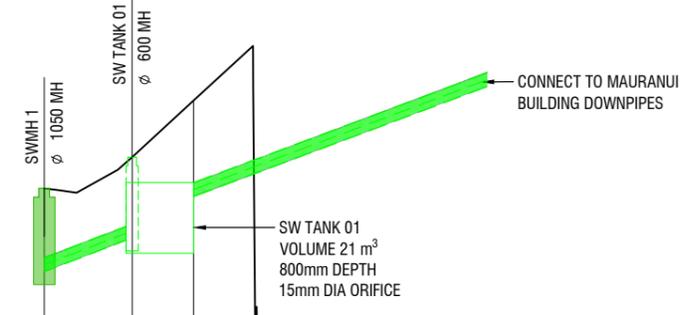
SW LINE 1 LONGITUDINAL PROFILE



VERTICAL EXAG. : 1:5
DATUM: 74.00

COVER	0.29	0.51	0.18	0.85
DEPTH TO INVERT	0.56	0.67		
INVERT LEVEL	75.44	75.83	76.28	76.95
LID LEVEL	76.00	76.50	76.28	76.95
CHAINAGE	0.00	4.35		
PIPE LENGTH	3.56m	9.53m		
SIZE & GRADIENT	150 NB UPVC SN 16 9.00% (1:11)	150 NB UPVC PN 6 7.00% (1:14)		

SW LINE 2 LONGITUDINAL PROFILE



VERTICAL EXAG. : 1:5
DATUM: 75.00

COVER	0.78	0.76	0.93	-4.90
DEPTH TO INVERT	0.94	0.91		
INVERT LEVEL	77.65	78.03	78.50	79.74
LID LEVEL	78.59	78.94	78.50	79.74
CHAINAGE	0.00	4.98		
PIPE LENGTH	4.18m	16.66m		
SIZE & GRADIENT	150 NB UPVC SN 16 7.67% (1:13)	150 NB UPVC SN 16 7.48% (1:13)		

SW LINE 3 LONGITUDINAL PROFILE

FOR CONSENT

0 FOR CONSENT	SZ	09/06/2023
REV. REVISION DESCRIPTION	BY	APP. DATE

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PROJECT: DILWORTH TRUST BOARD
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

TITLE: DRAINAGE
STORMWATER LONG SECTION

DESIGNED: SZ	DATE: 02/06/2023	DRAWING CHECK: DD	DATE:
DRAWN: SZ	DATE: 02/06/2023	DESIGN CHECK: SD	DATE: 09/06/2023
APPROVED: SD	DATE: 09/06/2023	SCALE: 1:200 (A1) 1:400 (A3)	ORIG. SIZE: A1

PROJECT NUMBER: 02240-01
ISSUE STATUS: FOR CONSENT

DRAWING NUMBER: 02240-ST01-C-410
REVISION: 0



Plotted: Fri, 09 Jun 2023 - 4:20pm By: SELINA.ZHU
File Name: C:\Temp\AcPublish_23860\02240-01-406-STORMWATER PLANS.dwg

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NOTES:

1. COORDINATES ARE IN ACCORDANCE WITH MOUNT EDEN 2000.
2. THE DRAWING IS SHOWN IN METRES UNLESS STATED OTHERWISE.
3. INVERT LEVELS FOR EXTG MH 1 AND 2 TO BE CONFIRMED ON TOPO SURVEY. EXISTING PIPES ARE SUBJECT TO RELAYING DEPENDING ON ESTIMATED GRADIENT FROM TOPO SURVEY.
4. EXISTING GROUND LEVELS SHOWN ARE ESTIMATED BASED ON 2015 TOPO AND TO BE CONFIRMED ON TOPO SURVEY.

LEGEND:

-  PROJECT SITE BOUNDARY
-  PROPERTY BOUNDARY
-  EXISTING WASTEWATER MANHOLE
-  EXISTING WASTEWATER PIPE
-  PROPOSED WASTEWATER PIPE
-  PROPOSED WASTEWATER MANHOLE

FOR CONSENT

0	FOR CONSENT	SY	SD	14/03/2023
REV.	REVISION DESCRIPTION	BY	APP.	DATE
CLIENT:				

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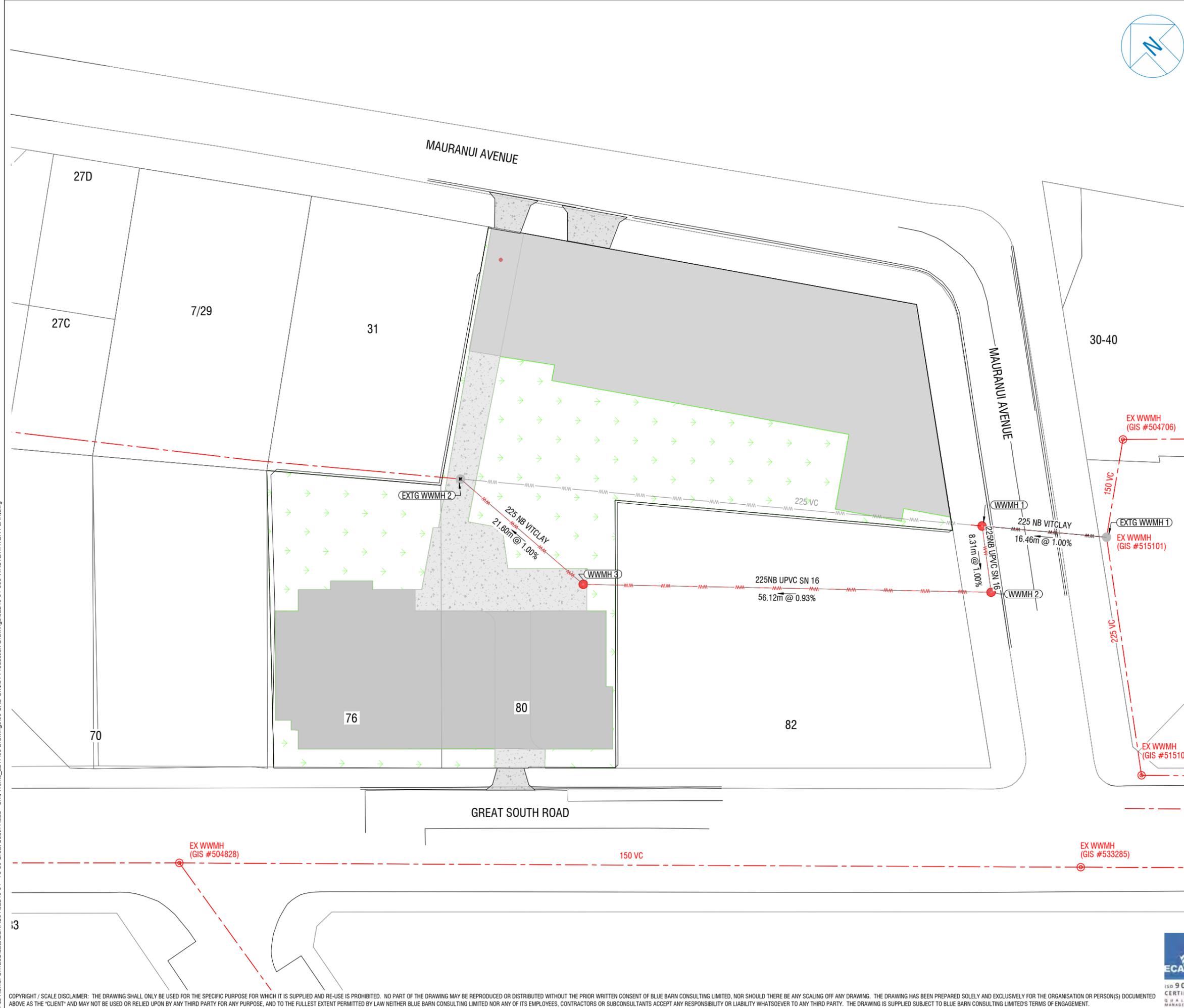
PROJECT: DILWORTH TRUST BOARD
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

TITLE: DRAINAGE
WASTEWATER LAYOUT PLAN

DESIGNED: BC	DATE: 10/05/2022	DRAWING CHECK: DD	DATE: 13/04/2023
DRAWN: SY	DATE: 17/06/2022	DESIGN CHECK: SD	DATE: 17/06/2022
APPROVED: SD	DATE: 17/06/2022	SCALE: 1:250 (A1) 1:500 (A3)	ORIG. SIZE: A1

PROJECT NUMBER: 02240-01 ISSUE STATUS: FOR CONSENT

DRAWING NUMBER: 02240-ST01-C-500 REVISION: 0



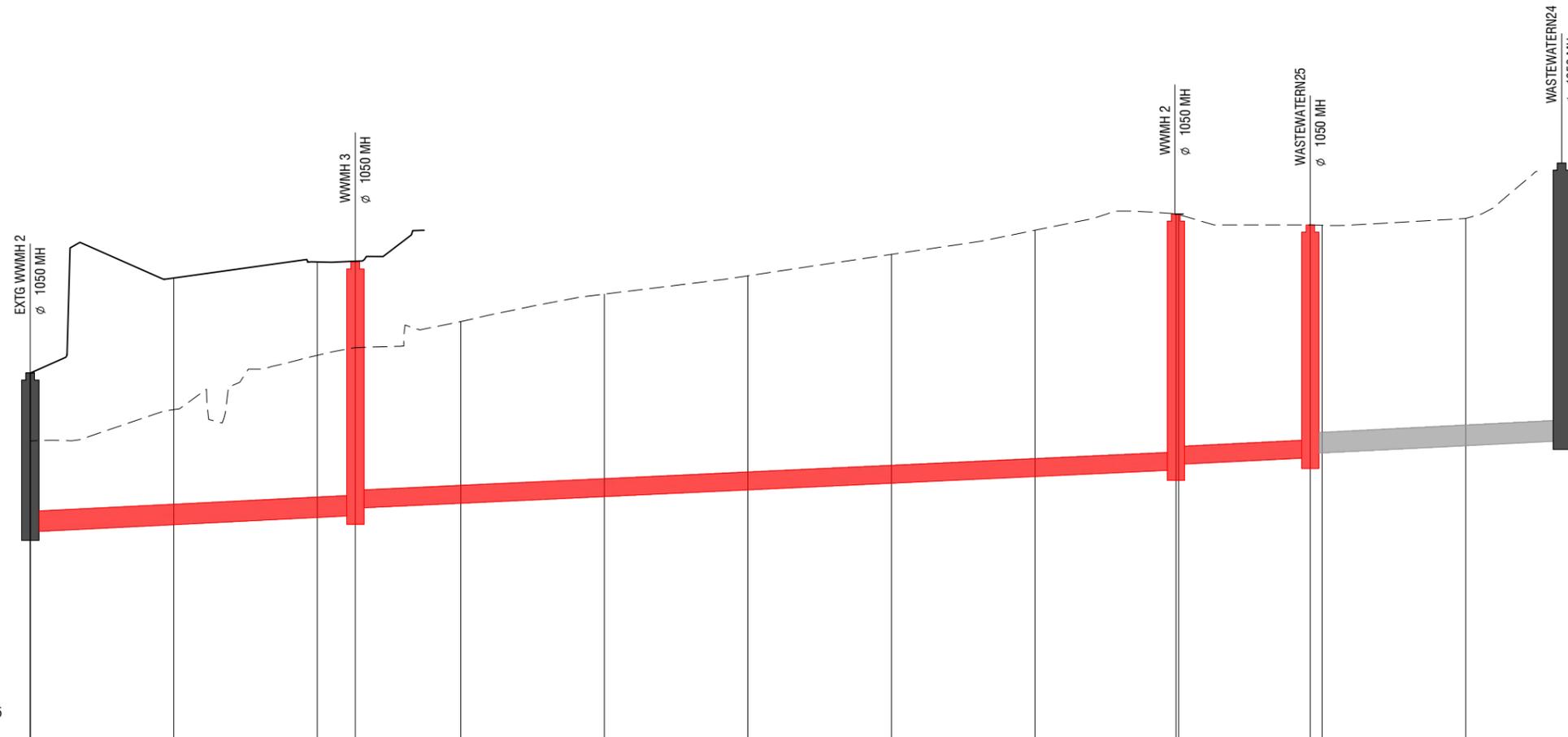
Plotted: Tue, 14 Mar 2023 - 12:20pm By: SELINA.ZHU
 File Name: C:\1245\data\BBNA\S0102240-01 - 76-80 Great South Road - Civil Works_2217106 Drawings\00 CAD Civil\01 Production Drawings\02240-01-500-WASTEWATER PLAN.dwg

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NOTES:

- COORDINATES ARE IN ACCORDANCE WITH MOUNT EDEN 2000.
- THE DRAWING IS SHOWN IN METRES UNLESS STATED OTHERWISE.
- INVERT LEVELS FOR EXTG MH 1 AND 2 TO BE CONFIRMED ON TOPO SURVEY. EXISTING PIPES ARE SUBJECT TO RELAYING DEPENDING ON ESTIMATED GRADIENT FROM TOPO SURVEY..
- EXISTING GROUND LEVELS SHOWN ARE ESTIMATED BASED ON 2015 TOPO AND TO BE CONFIRMED ON TOPO SURVEY.



FOR CONSENT

COVER	0.98	2.05	1.99	3.32	2.99	2.90	-0.14
DEPTH TO INVERT	2.18	3.50	1.99	3.56	3.24	2.90	3.84
INVERT LEVEL	75.01	75.24	75.32	75.93	76.02	76.10	76.28
LID LEVEL	77.20	78.74	75.32	79.41	79.26	76.10	80.12
CHAINAGE	0.00	22.65	79.81	79.81	89.17	106.68	106.68
PIPE LENGTH	21.60m	56.12m	8.31m	16.46m			
SIZE & GRADIENT	225 NB VITCLAY 1.00% (1:100)	225NB UPVC SN 16 0.93% (1:108)	225NB UPVC SN 16 1.00% (1:100)	225 NB VITCLAY 1.00% (1:100)			

PROPOSED WW REDIRECTION LINE LONGITUDINAL PROFILE

0 FOR CONSENT	SY	SD	14/03/2023
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REV. REVISION DESCRIPTION BY APP DATE

CLIENT:

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PROJECT: DILWORTH TRUST BOARD
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

TITLE: DRAINAGE
PROPOSED WASTEWATER
LONG SECTION

DESIGNED: BC	DATE: 0/05/2022	DRAWING CHECK: DD	DATE: 13/04/2023
DRAWN: SY	DATE: 17/06/2022	DESIGN CHECK: SD	DATE: 17/06/2022
APPROVED: SD	DATE: 17/06/2022	SCALE: 1:200 HORIZ 1:40 VERTI	ORIG. SIZE: A1

PROJECT NUMBER: 02240-01 ISSUE STATUS: FOR CONSENT

DRAWING NUMBER: 02240-ST01-C-501 REVISION: 0



Plotted: Tue, 14 Mar 2023 - 12:21pm By: SELINA.ZHU
 File Name: C:\1245\data\BBNA\S0102240-01 - 76-80 Great South Road - Civil Works_221706 Drawings\00 CAD Civil\01 Production Drawings\02240-01-600-WATER RETICULATION PLAN.dwg



- NOTES:**
- COORDINATES ARE IN ACCORDANCE WITH MOUNT EDEN 2000.
 - THE DRAWING IS SHOWN IN METRES UNLESS STATED OTHERWISE.

LEGEND:

EXISTING WATERMAIN	— W —
PROPOSED WATER CONNECTION	—
PROPOSED ROOF AREA	■
PROPOSED LANEWAY	■
PROPOSED LANDSCAPING AREA	□

FOR CONSENT

0	FOR CONSENT	SZ	SD	14/03/2023
REV.	REVISION DESCRIPTION	BY	APP.	DATE
CLIENT:				

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PROJECT: **DILWORTH TRUST BOARD**
76-80 GREAT SOUTH ROAD - CIVIL WORKS
RESOURCE CONSENT

TITLE: **WATER SUPPLY**
WATER RETICULATION LAYOUT PLAN

DESIGNED: SY	DATE: 15/06/2022	DRAWING CHECK: DD	DATE: 14/03/2023
DRAWN: SY	DATE: 15/06/2022	DESIGN CHECK: SD	DATE: 15/06/2022
APPROVED: SD	DATE: 15/06/2022	SCALE: 1:200@A1 1:400@A3	ORIG. SIZE: A1

PROJECT NUMBER: 02240-01	ISSUE STATUS: FOR CONSENT
DRAWING NUMBER: 02240-ST01-C-600	REVISION: 0