MT HOBSON GROUP
Town Planning & Resource Consent Solutions

538 KARANGAHAPE ROAD, NEWTON: BUN60427502

S92 REQUEST RESPONSE TABLE

17th APRIL 2024

	Request	Response / Action
	Planning	
1.	The Wind Environment Desktop Study by the Wind Engineering Group, states that *"[t]he downwash from the SW face of the building in the central region of the SW face has the potential to reach the ground level carpark area at 582 K Rd, and flow out and into Abbey St at pedestrian level, to create 'wind problems'….. this can be mitigated by the use of a 6 – 9m canopy and a number of 300mm deep ribs / fins…*". It is noted the canopy required to mitigate the wind effects would have to be built over the neighbouring site 582 K Rd. This site has not been included in the application, nor have consent matters related to this been included in the application. Please indicate how you intend to implement the canopy which is essential to developing a building that can effectively mitigate wind effects to acceptable levels. *Note: The* preferred *option would be to include the proposed canopy in this application (i.e. include the address and relevant consent matters).*	The revised AEE attached has been updated to include the adjacent site as part of the application site as requested. Consent matters and commentary have been updated to reflect this approach (essentially covered by the new building consent matter). The canopy will be implemented with the approval of the adjacent landowner and a consent condition regarding confirmation of this agreement to Council is offered as part of the application.
2.	Standard H8.6.26.(5)(a) states that verandahs must have a maximum height of 4m above the footpath immediately below. It appears from	Please see updated application plans which detail the heights of the verandah and show that the verandah along the K Road

	Request	Response / Action
	measurements taken off the plans that there are sections of the verandah that are higher than 4m above the footpath. Please confirm the height and include this on the plans. If there is an infringement, please apply for this and provide the assessment.	frontage is 3.58m above pavement level at the western end rising to 4.165m at the eastern end. There is a 12.983m long portion that exceeds the 4m maximum as per the standard. As the verandah goes down Gundry the height increases to some 5.298m above the street level over a distance of 16.7m. Assessment of this reason for consent as well as non/compliance with the relevant standards has been added to the AEE.
3.	Please provide a schedule of floor areas (GFA) per use.	Please see drawing (9)01 Revision B attached which details the proposed uses/tenancies per floor. They are as set out below however it is noted that tenancy number size and shape will be finalised depending on tenant space and layout requirement: Basement Level 1 has one 16m² and one 167m² commercial tenancy (final use tbc). Total of 183m². Ground Floor has three commercial tenancies (236m², 307m², 511m²) and one Food and Beverage tenancy (38m²). Total of 1,092m² Level 1 layout shows a single tenant with a 1281m² area. Level 2 has four commercial tenancies (249m², 317m², 322m² and 373m²). Total of 1,261m².

	Request	Response / Action
		Level 3 has four commercial tenancies (171m², 232m², 241m² and 369m²). Total of 1,013m² Level 4 has a single tenancy option shown which is 770m² Level 5 has four commercial tenancies (133m², 171m², 177m² and 242m²). Total of 723m². Level 6 has three commercial tenancies (133m², 171m², and 278m²). Total of 582m². Level 7 has one commercial tenancies of 631m². Level 8 has three commercial tenancies (133m², 178m², and 278m²). Total of 589m². Level 9 has two commercial tenancies (133m², 178m² and 278m²). Total of 589m².
Landscape architecture		
4.	Please provide an additional simulation from Viewpoint 18, Figure C. We acknowledge this was not requested when viewpoints were discussed but having viewed the application, it is considered that this is a busy intersection with a high volume of pedestrians and vehicles passing through it and a visual simulation would illustrate the proposal in its immediate context.	**Please see attached updated Graphic Attachment (Appendix B to the LVA). Isthmus note:** *As requested, an additional visual simulation has been prepared from Viewpoint 18, which is located at the four way intersection of Karangahape / Ponsonby / Newton / Great North Roads.*

<table>
<tr><th></th><th>Request</th><th>Response / Action</th></tr>
<tr><td>5.</td><td>Please provide discussion on what the proposed landscaping to the loggia on Gundry Street and the terrace facing K Road might be, and any contribution this has on addressing visual effects where it is visible to viewers from the street. The architectural Design Report has a single page but no indication of species or potential sizes. These elements are two key pieces with the potential to assist in softening the building mass.</td><td>Isthmus note:

Regarding the proposed landscaping on the loggia (Gundry Street) and the terrace (Karangahape Road), Oasis Greenery has been approached by the project architects – Fearon Hay. Oasis Greenery has provided an outline of the potential species and scale of vegetation anticipated on those levels. They are outlined below:

<u>External Terraces: L3 (to Abbey and Gundry Streets) & L6 (to K Road):</u>

<table>
<tr><th>Variety</th><th>Common Name</th><th>Grade (height at installation)</th></tr>
<tr><td>Dietes Grandiflora</td><td>Wild Iris</td><td>600mm</td></tr>
<tr><td>Arthropodium Te Puna/Cirratum</td><td>Renga Renga Lily</td><td>500mm</td></tr>
<tr><td>Griselinia Native</td><td></td><td>1m+</td></tr>
<tr><td>Lirope</td><td></td><td>300mm</td></tr>
<tr><td>Pittosporum Native</td><td></td><td>1m+</td></tr>
<tr><td>Dianella</td><td></td><td>600mm</td></tr>
</table>
</td></tr>
</table>

	Request	Response / Action

Nadina		*500mm+*
Phormium Emerald Green	*Flax (Dwarf)*	*500mm*
Pratia		*Ground cover*
Pimelea Prostrata	*NZ Daphine*	*Ground cover*
Buxus 400mm		
Euonymus		*400mm*
Teucrium 400mm		
Preferred Tree options		
Michelia Inspiration		*2-3m*
Fraxinus Griffithii	*Evergreen Ash*	*2-3m*
Other tree options		
Magnolia Grandiflora	*Little Gem*	*1.5-2.5m*
Sophora Longicarinata	*Kowhai*	*2-3m*
Quercus Ilex	*Evergreen Oak*	*1.5-2.5*

<table>
<tr><th></th><th>Request</th><th>Response / Action</th></tr>
<tr><td></td><td></td><td><u>L3-L5 Internal Winter Gardens:</u>

<table>
<tr><th>Variety</th><th>Grade (height at installation)</th></tr>
<tr><td colspan="2">Large Specimens</td></tr>
<tr><td>Ficus Ben</td><td>2-3m</td></tr>
<tr><td>Kentia Palm</td><td>2-3m</td></tr>
<tr><td colspan="2">Small underplanting</td></tr>
<tr><td>Philodendron</td><td>up to 300mm</td></tr>
<tr><td>Aglaonema</td><td>up to 300mm</td></tr>
<tr><td>Zamioculcus</td><td>up to 300mm</td></tr>
<tr><td>Maranta</td><td>up to 300mm</td></tr>
</table>

The scale and type of species proposed will add visual interest to the respective façades which will assist with providing softening of the building.</td></tr>
<tr><td>6.</td><td>Please advise if there is any likelihood for roof plant to be added. If so, provide some commentary on any potential visual effects arising, which may include additional height.</td><td>An allowance has been made for roof plant as shown on plans, no other roof plant outside this zone is proposed.

The roof plant is set back from exterior faces and is lower than saw tooth roof elements, within the plant platform so there is</td></tr>
</table>

	Request	Response / Action
		minimal visual impact from the street level. Refer to the images attached which show this area.
7.	At point 91 of the Landscape Visual Assessment the inclusion of an indicative building is discussed and shown on Fig 4, Viewpoint 1. Please explain why the same approach was not taken to include an indicative building on the site to the west of the application site from Fig 7, Viewpoint 02 and could you please include it on the additional Viewpoint 18.	Isthmus state that: *The indicative building on the adjacent property was included on Fig 4, Viewpoint 1 to help the reader understand the context of the site (compliant AUP building standards) and its localised urban setting. That particular site is currently vacant and the other adjacent sites already have buildings.* *For completeness, a series of new visual simulations have been prepared to illustrate indicative buildings on a number of the neighbouring properties (shown with red hatching). They have been modelled to illustrate the compliant building masses under the current AUP provisions and those planned under PC78.* *This assists with understanding the proposal in the context of the scale anticipated of future buildings in this central Auckland location.* *The new modelling included within the updated Appendix B to the 'Landscape and Visual Assessment' report includes the following:* • *Existing panoramic photo,* • *Proposed building,*

	Request	Response / Action
		• *Proposed building + building context to AUP bulk and location controls,* • *Existing photo + building context to AUP bulk and location controls, and* • *Existing photo + building context to PC78 bulk and location controls.* *These respective visual simulations have been prepared for Viewpoints 1, 2 and 18, as requested.*
8.	It is acknowledged the LVA was prepared in accordance with the NZILA guidelines, which has no definitions of effects ratings. The assessment has a ratings effect graphic included in Appendix A. Please provide an interpretation of the relevant effects ratings, particularly for Low (107, 145) and Very Low (140) effects. (Very low is generally considered to be almost no change).	Isthmus note: *The 'Landscape and Visual Assessment' report included as part of the application was prepared in accordance with Te Tangi a te Manu, the NZILA assessment guidelines.* *I am not sure what is required through the request for "an interpretation of the relevant effects ratings". However, I do not agree that very low effects are generally "considered to be almost no change". It is important to remember that a change in a landscape is not an effect. It is the potential effect of that change on landscape values which is required to be evaluated.* *In my opinion, where there is no change, this would result in a 'nil' assessment rating.*
Urban Design		
9.	Please provide a basic street elevation or transect that illustrates the proposed building within the adjoining K Road context. The elevation	The applicant's design team have reviewed this request and do not consider that this information is necessary or *relevant.*

	Request	Response / Action
	or transect should show the outline of all existing buildings along the southern extents of K Road as per the Figure below (illustrated by the red line). In addition, please also show the relevant height controls that apply within the zone / precinct (dotted line). 	*Key points relating to this are that:* o *The street has a bend in it such that no person could ever look at or see the elevation being requested.* o *The length of the elevation requested is approximately 450m - over a 5 min walk. There is no real world scenario where a person could ever experience the elevation requested in one single moment or experience or view.* o *The proposal is premised on being the tallest building (currently) along the street and this has been detailed in the application. The Council is already aware of the current and proposed building height limits and other standards.* o *The request serves no useful urban design purpose and the approach taken in the application, which focuses on key points along the street where people are likely to representatively experience the building is the conventional and appropriate way to approach the proposal's effects*
10.	Using Figure 3 (Viewpoint 1) and Figure 6 (Viewpoint 2) of Appendix B to the Landscape Assessment, please model a complying building mass under the current AUP provisions; and a second image for each	See response to Item #7 above. As requested, the compliant building masses under the current AUP provisions and those planned under PC78 have been modelled and illustrated on the

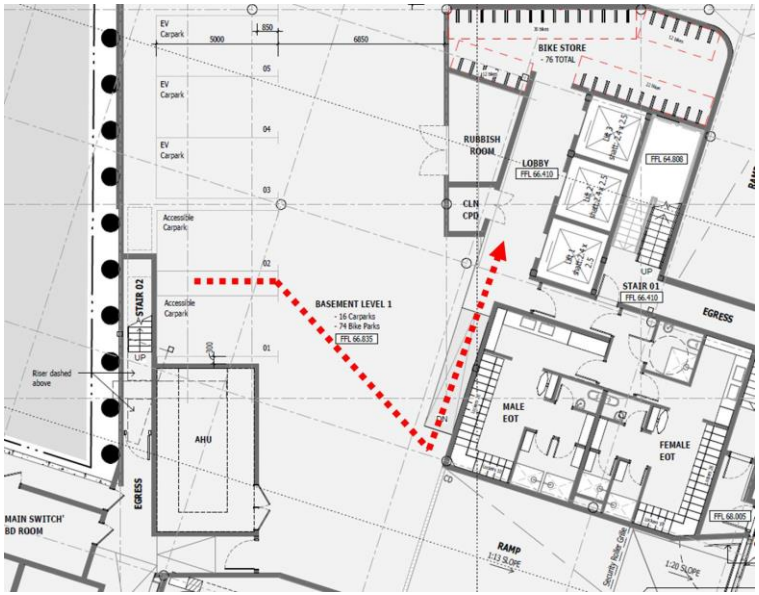
	Request	Response / Action
	viewpoint that models a complying mass under the planned provisions of PC78.	updated visual simulations. Refer to Viewpoints 1, 2 and 18 within the updated Appendix B document to the 'Landscape and Visual Assessment' report.
11.	Please provide coloured building elevations.	Building elevations have been updated to indicate the various material elements such as glass, concrete and metal. Refer to drawings: 2301_(2)01_A - 2301_(2)04A
12.	Please provide specific details of the design and proposed banding width of both the horizontal and vertical frit patterns as applied to building façade type 01 (refer page 49 of the Fearon Hay Design Statement). This information should be clearly documented on the Fearon Hay Architectural Plan Set elevations for ease of reference.	The detailed design of the proposed frit pattern is being worked through, but the general design intention is as per the submitted documents being a 30%-50% coverage with a vertical frit (so 50%-70% visually permeable
13.	The architectural plans provide an indication of proposed signage. Please confirm if signage locations and extents as illustrated on the building elevations within the architectural drawings set are fixed/confirmed. *Note: This information has also been requested by the council's Heritage specialist*.	The updated drawings attached have updated the proposed signage size and location. A detailed design condition is offered to confirm final design of the signs which is dependent on future occupier's requirements.
	Traffic	
14.	The scope of the study area adopted for the crash analysis and the spread of crashes throughout the study area are not entirely clear from the information provided in the TA. While the TA references	Please see letter from Commute Transportation Consultants (CTC) which addresses this question.

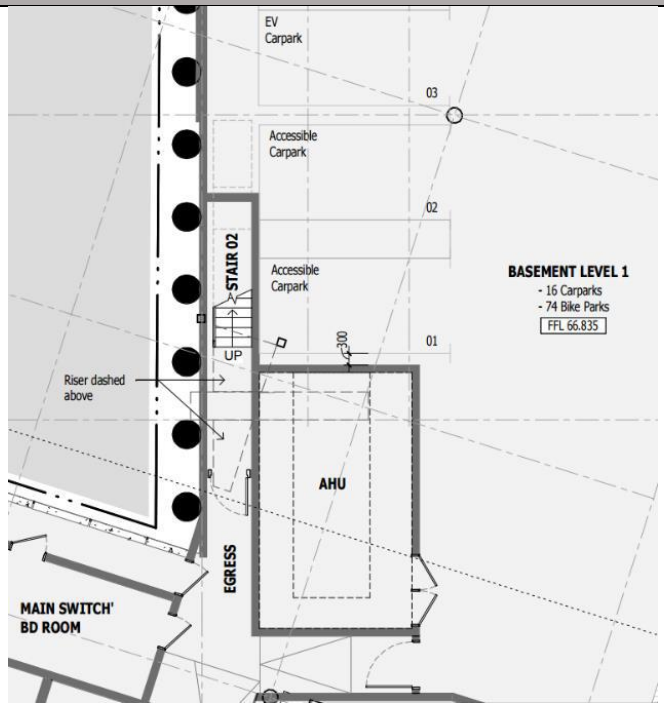
	Request	Response / Action
	particular intersections covered in the analysis, it is not clear as to whether the analysis covers a sufficiently wide area, including mid-block sections of road. The proposal is expected to result in high concentrations of new vehicle activity at the intersection of Karangahape Road / Gundry Street and high concentrations of pedestrian activity at this intersection and at the new pedestrian building entrances on Karangahape Road and Abbey Street. An appropriate scope for the crash analysis should therefore include: a. Karangahape Road between (and inclusive of) its intersections with Newton Road and Edinburgh Street, noting that there are no formalised intermediate pedestrian crossing opportunities between these two intersections. b. Gundry Street, at least as far south as its intersection with Abbey Street c. Abbey Street, between Newton Road and Gundry Street Please provide further detail accordingly and if appropriate, consider scope for mitigation measures, such as additional pedestrian crossing points to cater for desire lines accessing the new development.	CTC note that the vehicle and pedestrian network is able to operate safely and as such no additional mitigation measures are considered to be necessary.

	Request	Response / Action
15.	While traffic generation thresholds of the Unitary Plan do not apply within the Business City Centre Zone, the TA does nonetheless note significant trip generation potential, while the proposed on-site car parking provision will cater for only a small proportion of vehicle demand. The TA does not, however, assess the impact of the lack of parking provision on the adjoining area, nor does it provide detail of travel demand management measures to mitigate against the impact of vehicle trips and corresponding parking demand. Please provide an assessment of parking demand in the wider area and consideration of travel demand management measures to mitigate against potential adverse effects of excess parking demand.	Please see letter from Commute Transportation Consultants (CTC) which addresses this question. In essence there is not considered to be a legitimate basis to seek any parking demand assessment. The AUP is clear that no onsite parking is required, with a clear plan objective to limit on-site parking provision in the City Centre and support the use of non-car based methods of travel.
16.	The TA refers to a waste vehicle servicing the building after typical operational hours and the Operational Waste Management Plan (OWMP) by Green Gorilla similarly refers to a service vehicle parking in the access lane. However, the specification of waste collection vehicle referred to in the OWMP has a height of 3.9 metres, while the TA refers to height clearances in the basement of between 2.1 metres and 2.5 metres. The AEE and OWMP state the waste vehicle may park in the vehicle access. Please confirm if the truck will be accessing the building / parking partially within the building. If the truck will be entering the building / parking partially within the building, please re confirm both the height of the vehicle and clearance within the part of the building to be accessed by a waste collection truck. If appropriate, please indicate if a shorter waste collection truck be used, and / or can vertical clearance within the building be increased.	Please see letter from Commute Transportation Consultants (CTC) which addresses this question. The rubbish truck is proposed to stop within the vehicle crossing and service the development from there. The collection times will be set outside operational / peak times. Vehicle tracking has been provided in Appendix A to the CTC letter to support this arrangement.

	Request	Response / Action
	Please also provide horizontal and vertical vehicle tracking to confirm the ability of a waste collection truck to access the site safely.	
17.	In the event of on-street collection will occur (which appears to be dependent on AT providing a loading zone on Gundry Street), please provide a plan showing the loading zone. Please also provide comment how the truck will safely manoeuvre into and out of the loading bay and please provide additional assessment on the safety of the surrounding traffic. Also noting car movement from and into the basement. Note: *The council's Traffic Engineer is seeking comment from AT to ensure consistency of the proposal with works being undertaken to AT assets, including rebuilding of pedestrian footpaths on Gundry Street and Abbey Street and interface with Karangahape Road Enhancement Project. The latter is noted to include modifications to on-street parking arrangements and the TA places dependency on the provision of a loading space on the western side of Gundry Street to service the development*	Please see letter from Commute Transportation Consultants (CTC) which addresses this question. After discussions with AT, the provision of a loading space on Gundry Street has not yet been decided on, and as such waste collection will occur as described above in relation to #16.
18.	Regarding the operational hours for waste collection, please provide additional comment on 'after hours' times conflicting with demands to use kerbside space for local parking demands.	Please see letter from CTC which addresses this question. As noted above the rubbish truck will occupy the vehicle access only and will be done outside operational/peak hours.

	Request	Response / Action
19.	In the event the development is constructed before AT provides the loading facility, please confirm how waste will be collected from the building?	As addressed above re #16-#18.
20.	The AEE notes that 1 loading bay is required. The Transport Assessment notes 2 are required (1 for the retail uses and 1 for all other uses). Auckland Transport (AT) state that 2 loading bays are required for this development. On-street loading is relied upon, please comment on the uncertainty regarding the reliance on loading facilities that may be removed by AT in the future. In the event the loading facilities are removed, how will the development be serviced.	Please see letter from Commute which addresses this question. As discussed in the Commute report, the proposed development comprises of primarily office activity and it is not expected that loading demand for large trucks will be significant outside of the initial moving in period. Once the office activities are operational on the site, daily loading demand is expected to be courier vans only. These courier vans will be able to park on-street either within the Abbey Street loading space (approximately 50 metres walking distance from the elevators on-site), or within the on-street parking available along Gundry Street and Abbey Street (most vans can fit within a standard parking space). During the meeting with Council and AT, it was discussed about the possibility of reinstating the on-street loading space on the eastern side of Gundry Street, or enforcing a P5 / P10 restriction in one of the newly-created spaces on the western side of Gundry Street in front of the site. It is understood that the final design of the Gundry Street on-street parking arrangement has not yet been confirmed,

	Request	Response / Action
		however the applicant will continue to work with AT regarding this (see response to #20 below).
21.	NZS 4121-2001 requirement 5.7.2 states that people with disabilities shall not have to pass behind parked cars when moving to an accessible route or when approaching from an entrance. It appears from the site plan that access between parking space #02 and the nearest building entrances would necessitate passing behind a parked car in space #01 (if occupied). It is recommended that consideration should be given to an alternative site layout to negate this problem.	Please see letter from Commute which addresses this question with the figure below indicating the path to the main lift core. This is understood to be acceptable. 

	Request	Response / Action
		
22.	The vehicle tracking assessment was not provided with the TA Report, please provide the tracking assessment in order to enable the Traffic Engineer to determine the adequacy of the car park layout.	The requestd tracking is attached.
23.	Please provide long-sections of the proposed ramp from the vehicle crossing showing safety platform and ramp gradient. It is noted that	Please see letter from CTC which addresses this question.

	Request	Response / Action
	the proposed roading plan shows that 1:8 gradient is proposed for the safety platform infringing the maximum requirement of 1:20.	The revised application plans confirm the provision of a 1 in 20 platform which is now 4.8m long. This is a non-compliance and is addressed in the updated AEE. The submitted traffic report already assesses the effects and considers them acceptable.
24.	The Traffic Assessment states that "[t]here are three parking spaces within the Basement 2 car park which have a slightly reduced height clearance of 2.1 metres (Spaces 27, 28, 29). As these parking spaces do not comply with the 2.3 metre requirement of the Unitary Plan, an assessment has been undertaken against the criteria outlined in Rule E27.8.2 (8), and is provided in Table 4." The AEE states the proposal complies with vertical clearance. Please confirm this point and if necessary apply for the infringement and provide an assessment.	Please see letter CTC which addresses this question. The spaces which do not comply with the 2.3 metre height clearance will still have a 2.1 metre height clearance, which is considered to be sufficient to park passenger vehicles in (as the Unitary Plan requires a 2.1 metre height clearance for residential developments per Rule E27.6.3.5 (1) (a)). The rest of the car park is compliant with Rule E27.6.3.5 (1) (b), providing 2.3m height clearance. The assessment provided in Table 4 of the Commute report is considered to be satisfactory to demonstrate that the three spaces with reduced height clearance are suitable for parking staff vehicles.
Auckland Transport		
25.	The transport assessment notes a vehicle trip generation of over 2000 vehicles per day to the site. There is no back berm present between the property boundary and the public footpath. Based on the high trip generation rate and the lack of back berm, AT is concerned that	Please see letter from CTC which addresses this question. CTC confirm that there is provision for a 2.5m by 2m pedestrian visibility splay at the vehicle entrance and that this is satisfactory

	Request	Response / Action
	pedestrian and vehicle intervisible is affected. The traffic assessment notes that a pedestrian visibility splay is provided on the northern side of the proposed vehicle crossing to assist in achieving pedestrian and vehicle intervisibility. The splay is proposed at 2.9m x 1.1m. Based on the proposed trip generation rates, the proximity of the crossing to an intersection and non-compliance with the required vehicles waiting platform, the size of the pedestrian visibility splay provided is considered insufficient to address pedestrian safety concerns. Please provide additional information in accordance with E27.8.2(8)(a) on how pedestrian and vehicle intervisibility at the proposed vehicle crossing can be avoided, remedied or mitigated. Advice note: The NZTA Pedestrian Planning and Design Guideline recommends a 5m x 2m pedestrian visibility splay for vehicles crossings generating more than 200 vehicles trips per day. This development will exceed the 200-trip number.	to achieve a safe intervisibility window between pedestrians and vehicles. In addition, they note that *"In regard to the proposed waiting platform, which measures 4.4 metres in length and slopes down toward the site boundary, it is noted that an 85th percentile vehicle will be able to have its wheels fully positioned on the 1:20 (5%) gradient while remaining within the site boundary (front of body to rear wheels measures 3.72 metres as per Figure E27.6.3.3.2 of the Unitary Plan). It is understood that the intent of the Unitary Plan rule to provide 6.0 metres is for heavy vehicles with longer wheelbases, and as no heavy vehicles will be accessing the site, the 4.4 metre long platform is considered to be appropriate such that it would not impact pedestrian intervisibility.* *A speed hump in the exiting lane may assist with ensuring that exiting vehicles are doing so at low speeds, and the combination of the above is considered to be a satisfactory outcome for safety at the access.*
26.	There are concerns with pedestrian amenity and safety effects as a result of the prolonged closure of the footpath on Gundry Street and Abbey Street adjacent to the site. To better understand the effects of the proposed development, please provide an assessment of the effects on pedestrian safety and amenity during the construction phase considering objective E27.2.(5) "Pedestrian safety and amenity	Please see letter from Commute Transportation Consultants (CTC) which addresses this question. **CTC note that:** *While further detail for this will be provided during the updated Construction Traffic Management Plan, it is considered that the*

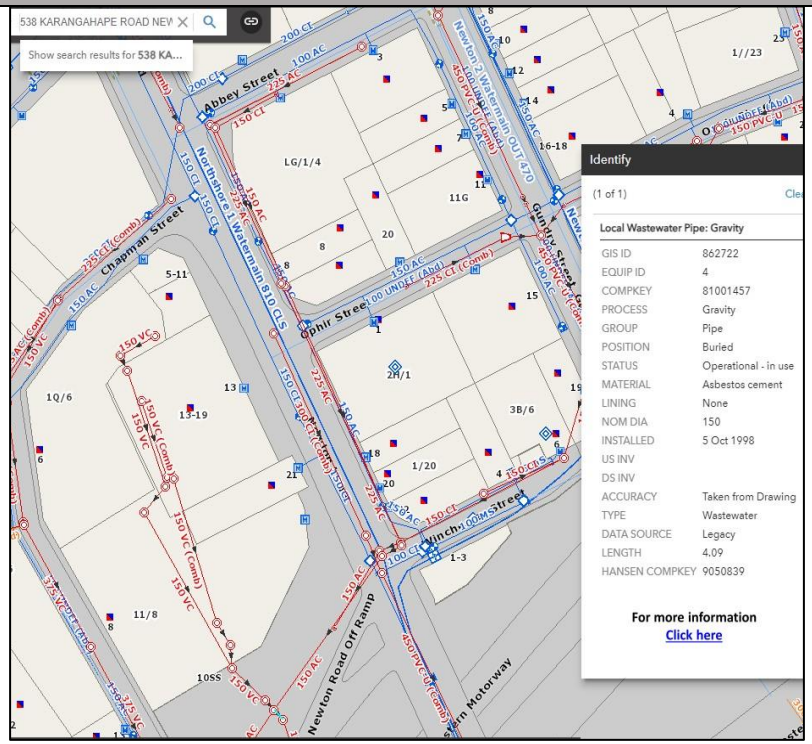
	Request	Response / Action
	along public footpaths is prioritised". Please also provide measures to avoid, remedy or mitigation any adverse effects identified in this regard. *Advice note: it is noted that this footpath has been closed for almost two years due to planned works on the site which are not progressing. This consent, if granted, will further extend the period for which this path (and parking spaces) will be closed. The applicant is recommended to explore measures to mitigate these effects. It is recommended that the applicant provide safe pedestrian passage along their street frontage through the use of gantries or similar measures.*	*existing pedestrian environment is not unsafe for the volume of pedestrians currently using the route through Abbey and Gundry Streets. There are generously wide footpaths along the southern side of Abbey Street and the eastern side of Gundry Street which can comfortably accommodate pedestrians, which is not considered to be a significant inconvenience for pedestrians who likely are familiar with the walking environment in the vicinity of the site.* *In light of the easy safe alternative pedestrian routes around the site the provision of gantries or similar measures is unnecessary in this particular case. It is also noted that the Gundry Street footpath and parking has been concreted as part of the earlier construction process and it is not considered efficient to remove the hoardings, reinstate any footpaths and then for them to be reclosed soon after being opened when this current proposal will be built.* CTC show that there are five alternative routes around the site between Karangahape Road and Newton Road.
27.	The proposed vehicle crossing is across multiple existing on-street parking spaces on Gundry Street. Parking in this area is in high demand and there is a concern with the proposed loss of these spaces. It is also noted that the site has 4 existing vehicle crossings that will be made redundant through this proposal.	Please see letter from Commute Transportation Consultants (CTC) which addresses this question and includes a potential revised layout consistent with these requests.

	Request	Response / Action
	a. Please confirm if the car parking spaces proposed to be removed as a result of the new vehicle crossing will be reinstated. b.If these spaces will not be reinstated, please provide an assessment in accordance with Objective E27.2(3) Policy E27.3.3(f) of the effects of the loss of on-street parking arrangement on the western side of Gundry Street. *Advice note: all four redundant vehicle crossings will need to be reinstated by the applicant to the kerb, channel and footpath. The No Stopping at Any Time line markings in front of the redundant Abbey Street vehicle crossings will need to be removed by the applicant. It is recommended that these reinstatement requirements are accepted as a condition of consent with the design detail considered at subsequent design stages. Anticipated required changes to the western side of Gundry Street (along the site's frontage) include:* *•The removal of angled parking spaces to allow for the vehicle crossing,* *•Reinstatement of both redundant vehicle crossings on Gundry Street,* *•Provision of angled parking from the northern kerb buildout to the proposed vehicle crossing without adversely effecting visibility for vehicles leaving the site.*	The applicant agrees in principle with the reinstatement and is happy to discuss and revise the CTC concept design in line with Auckland Transport requirements.

	Request	Response / Action
	•It is likely that the applicant is requested to remove the existing motorbike parking bay. *The image below illustrates a concept of how the reconfiguration could work, with the green bar indicating AT's preferred space for paid angled parking. Please note this figure is for reference only to guide a design by the applicant, and it does not indicate that a similar design will be approved in future.* 	

	Request	Response / Action
	AT has requested that the applicant agree to the reinstatement mentioned above, with a concept deign being submitted. This would assist in streamlining the EPA process.	
	Development Engineering	
28.	The existing stormwater line shown on the proposed drainage plan does not match up with information on the Council's GIS. Please confirm if existing SWMH 1 is SWMH ID 2000730938 and update drawing for consistency.	Maven confirm that the attached stormwater drawings have been updated to identify the existing stormwater manholes. They note that the as-builts do differ from GIS but that this is not uncommon with old parts of Auckland. Maven have been to the site and resurveyed this area three times now.
29.	Similarly, the existing wastewater line does not align with the information on Council's GIS. It is noted that the Infrastructure Report states that the"[s]ite investigation undertaken by Maven Associates has confirmed that the wastewater line does not exist in the berm, and we believe that the line is within the Abbey Street carriageway. The manhole lid is cracked, and a service request has been lodged with Watercare (ref SR 10062208 #4417696). Until this is resolved, Maven is unable to confirm invert depth, or confirm if this asset exists". Please indicate if this has been resolved and if the connection point has been confirmed / identified. If so, please update the wastewater	Maven confirm that only one of the wastewater lines in Abbey Street exists and this is as shown on the attached drawing (C500 Proposed Wastewater Drainage Plan). Recently Watercare fixed the damaged manhole cover and the manhole was able to be accessed. Maven confirm that MH GIS ID 514732 is a 225mm wastewater network which flows west to Newton Road. As noted in email discussions with Watercare connection to this line is supported and this is shown on the updated drainage drawing. A stub connection will penetrate through the building wall, and into a new manhole SSMH 1-2 on C500. A private sump will be located within the building.

	Request	Response / Action
	line and clarify the proposed wastewater extension arrangement. Also add the proposed and existing wastewater items to the legend.	Specific details will be subject to future Building Consent and EPA processes.
30.	Please provide high-level construction methodology for the installation of the temporary support in the form of barrier pile and/ or secant wall pile.	**This is being prepared and will be provided under separate cover.**
	Watercare	
31.	Since the proposed development will increase the WW flow discharge by over 2.0 L/s, please provide a catchment study covering the area up to a point continuing with an equal or above 300mm wastewater network. The relevant network line has been highlighted on the extract below, just before crossing Newton Road off Ramp (GIS ID: 862722), this should be the capacity-check line section we expect to see in their catchment study.	Following the meeting with Watercare and Council on 5th March Maven were expecting further review by Watercare and confirmation whether any additional assessment is still required. Please confirm. The attached email (28th March from Anoop Saini at Maven) refers and provides some additional commentary regarding this.

	Request	Response / Action
		
32.	The hydrant test result attached in the Infrastructure Report was done in 2020, which is too old. Watercare need to see the latest one within 12 months. Please provide an updated hydrant test.	Please see attached Hydrant test results.
Noise		

	Request	Response / Action
33.	Given the hours when the highest permitted construction noise levels apply in Table E25.6.28.2 are 6.30am – 10.30pm, Monday to Friday and 7am – 11pm, Saturday and the vibration amenity limit only applies to occupied buildings, please clarify if it will be practicable to carry out high noise creating works when neighbouring businesses are not open (Note: Marshall Day Acoustics (MDA) advise 'We assume the adoption of conventional construction hours of between 7am – 6pm, Monday to Saturday.').	**MDA respond:** *Yes. Section 3.2.3 of the MDA report notes the following publicly available opening hours:* • *Edition office (9am - 5pm Monday - Friday);* • *Ponsonby Doctors (8.30am - 5pm Monday – Friday, and 9am - 2pm Saturday); and* • *Lux Radiology (8am - 5pm Monday - Friday).* *The same section of the MDA report recommends the focus of engagement should be for the closest concrete breaking and piling works. Management measures could include compatible timing during shoulder periods midweek or on Saturdays.* *However, MDA consider the use of compatible timing is most important for managing vibration effects (as acknowledged in the next question #34).*
34.	Scheduling of high vibration creating works when Lux Radiology staff are not operating scanning equipment is recommended by MDA to mitigate construction vibration effects. However, can any additional information be provided if predicted vibration levels have potential to adversely affect the operation of various x-ray, ultrasound or other imaging equipment when equipment is not in use (e.g. sensitivity thresholds, calibration).	**MDA state:** *No. MDA cannot provide specific guidance on specific equipment vibration sensitivity thresholds unless provided by the manufacturer. In MDA's experience, if available, they would most likely relate to sensitivity thresholds during use or during shipping, rather than whilst stationary*

	Request	Response / Action
		and idle. We note that vibration levels during shipping will be much higher than the permitted standards. *Instead, MDA note:* • *The vibration levels would be below the permitted standards in AUP E25.6.30(1)(a) for protection of buildings.* • *The limits in AUP E25.6.30(1)(a) also provide suitable protection for the operational requirements of computer servers (provided to inform the scale of the concern, rather than as a proxy for imaging equipment sensitivity).*
35.	*MDA make the statement "With knowledge of the area, the commercial building criteria is considered appropriate to apply to all neighbouring buildings. The relevant vibration limits start from 10mm/s PPV for continuous vibration, and are higher in other cases. We have used the 10mm/s PPV threshold for assessment purposes.* *Please confirm that the recommended vibration limit of 10mm/s PPV is appropriate for all immediately adjacent buildings given the Historic Heritage Area Overlay, which suggests some adjacent buildings may be sensitive to vibration and, therefore, a lower limit would apply to avoid cosmetic damage (i.e. 2.5 mm/s PPV).*	**MDA state:** *AUP E25.6.30 adopts the limits in DIN 4150-3 (1999) to manage risk of cosmetic building damage. Tables 1 and 3 provide criteria for three categories of building types* • *Line 1: Commercial/industrial* • *Line 2: Dwellings* • *Line 3: "Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (e.g. listed buildings under preservation order)."*

	Request	Response / Action
	Note: some of the neighbouring site are 'contributing sites' in the K Road Historic Heritage Area.	*Section 2.1 of the MDA report refers to AUP I206.1 and notes: "The site is located with the Karangahape Road Precinct (red border) and the Historic Heritage Overlay Extent of Place (blue hatch), both of which require building frontages to be sympathetic to the character to the area (i.e. are not related to vibration sensitivity)".* *AUP Schedule 14.1 names the overlay as the 'Karangahape Road Historic Heritage Area (ID:02739)' and excludes all building interiors from the overlay protection, and, the supporting statement of significance in Schedule 14.2 does not mention any vibration sensitive structure or façade features.* *We have concluded that the Line 1 criteria for commercial/industrial buildings is most appropriate (i.e. from 10mm/s PPV). We are not aware of any buildings that warrant the adoption of the Line 3 criteria (i.e. from 2.5mm PPV). We would reconsider this position if specific vibration sensitive structures are identified.*
Groundwater		
36.	*Please provide annotated drawings of the existing basement and foundations at 582 Karangahape Road, based on the property file*	Response being prepared and will be provided under separate cover.

	Request	Response / Action
	records, which clearly demonstrate that Section C-C' is the critical section along the western boundary with a retained height of 5.8m.	
37.	*Please update Table 1 in the November 2023 report by S & RC to reflect the proposed excavation level at RL62.65m as shown on the drawing titled "538 Karangahape Road, Auckland – Typical Details 3", prepared by Enovate Consultants, drawing No. S402 rev B , dated 10 October 2023, Project 22-0034.*	Response being prepared and will be provided under separate cover.
38.	*Table 7 in the November 2023 report by S & RC indicates that the minimum pile length at Section D is 18.4m , however the WALLAP graphical output for Section D indicates that the pile length is RL70.8m – RL56.4m = 14.4m , please provide clarification and update the report and assessment accordingly.*	Response being prepared and will be provided under separate cover.
39.	*Please provide the calculations that inform the predicted maximum differential settlements of 1:500 and 1:800 on the settlement profile for Section C-C', 1:950 on the settlement profile for Section D – D' and 1:900 on the settlement profile for Section E - E'*	Response being prepared and will be provided under separate cover.
40.	*The Burland Classification of Damage (Stage 1 Assessment) for the building at 582 Karangahape Road is "Slight". The predicted maximum total settlement is 14mm and predicted maximum differential settlement is 1:500. On the basis of the Stage 1 assessment the effects of the proposed activity on the building at 582 Karangahape Road are potentially adverse i.e. not less than minor*	Response being prepared and will be provided under separate cover.

	Request	Response / Action
	and Notification of the owners of this building is recommended. Please undertake a Burland Stage 2 Assessment based on a review of the foundation drawings of the building at 582 Karangahape Road.	
41.	*Please undertake an assessment of the effects of the predicted total and differential settlement on the gas pipe (beneath the footpath on K" Road adjacent to the site) and the transformer box in the northern corner of the siter (if it is to remain), as shown on the drawing titled "Proposed Earthworks Plan", prepared by Maven Associates , Drawing No. C220 Rev A d dated October 2023.*	Response being prepared and will be provided under separate cover.
42.	*On the basis of the settlement predictions a draft Groundwater Settlement Monitoring & Contingency Plan (GSMCP) is required. The draft GSMCP should include (but not be limited to): a plan showing the locations and types of monitoring devices including groundwater monitoring bores, building settlement marks (targets and or microprisms) on the neighbouring buildings/structures, ground settlement marks, retaining wall capping beam deflection marks and inclinometers. Alert and alarm trigger levels and monitoring frequency are also required for total and differential settlement of the ground surface, buildings and retaining walls and alert levels 1 & 2 for groundwater level monitoring. Pre-and-post dewatering detailed condition surveys are required for existing walls, together with appropriate settlement monitoring and the identification of neighbouring buildings/structures that require pre-and-post dewatering detailed condition surveys, together with those public*	Response being prepared and will be provided under separate cover.

	Request	Response / Action
	services , which require pre-and -post dewatering CCTV condition surveys, together with a description of the proposed construction methodology/sequence and contingency options.	
43.	*Please confirm if the predicted total and differential ground settlement as a result of the proposed activity are within the tolerable thresholds of private services on neighbouring sites.*	Response being prepared and will be provided under separate cover.