MT HOBSON GROUP
Town Planning & Resource Consent Solutions

538 KARANGAHAPE ROAD, NEWTON: BUN60427502 S92 REQUEST RESPONSE TABLE

30 July 2024

	Request	Response / Action	Council Response 30th April	Applicant Response 30 July
	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.	a) Noted. This information is sufficient to proceed with notification. b) However, it is important to note that, the AEE states that confirmation of legal ability to construct the canopy will be provided to the council prior to construction commencing and a condition of consent has been offered in this regard. I am of the view that this results in the requirement for a third party approval. If the adjacent owner does not agree the condition cannot be implemented which would result in the consent not being able to be given effect to. In my opinion if this is the route the applicant wishes to proceed on, they would need to provide evidence that they have entered into an agreement with the adjoining owner prior the decision being made. c) I note that the AEE states that H8.4.1(A36) is applied for (additions and alterations to the neighbouring building to install the wind canopy). Please confirm if the canopy will be joined to the existing neighboring building? If so, this amendment may fall under H8.4.1(A32) new buildings. Furthermore, 582 K Road is a contributing site within the K Road Historic Heritage Area, therefore, if the canopy will be joined to the existing building on 582 K Road, then consent may be required for D17.4.3.(A33) as a restricted discretionary activity. An easement may be required where the canopy encroaches into the neighboring site.	**The design of the proposed building has been amended (as set out in the Design Statement addendum and revised application plans attached), with various building setbacks added to the western side of the building, and the Abbey Street frontage reduced in height by one level.** **These setbacks and reduction in building bulk mitigate wind effects on the neighbour and street and avoid the need for any canopies on the adjacent site at 582 Karangahape Road.** **Wind engineering experts RWDI have assessed the wind effects of the revised design/massing and confirm that the proposal will comply with AUP standard H8.6.28 Wind. Their report is attached.** **Accordingly, no canopies or other structures are proposed over the boundary of the site at 538 Karangahape Road onto 582 Karangahape Road.**
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 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.	Please see updated application plans which detail the heights of the verandah and show that the verandah along the K Road 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.	Noted. Please indicate where assessment of the infringement has been provided?	**In terms of the assessment of effects of the proposal's non-compliance with the verandah standard against relevant assessment criteria at H8.8.1(9), any potential adverse effects are less than minor.** **Whilst the verandah exceeds the standard 4m height at the corner, with a maximum height as Gundry Street drops away of around 5.3m above street level, the design of**

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				the verandah does not adversely affect the vitality and amenity of the adjacent street as it maintains good cover for pedestrians and is a well-designed building element. **The additional height of the structure at the southern end is a result of the topography of the road and does not result in any adverse effects on any historic heritage buildings. The non-compliance does not affect the potential of the building to accommodate other uses over time.** **Overall, the effects of the non-compliance are less than minor and acceptable.**
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. 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	Noted and satisfied.	**An updated GFA schedule is included on the revised plans.**

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<tr><th></th><th>Request</th><th>Response / Action</th><th>Council Response 30th April</th><th>Applicant Response 30 July</th></tr>
<tr><td></td><td></td><td>278m²). Total of 589m².</td><td></td><td></td></tr>
<tr><td colspan="3">Landscape</td><td></td><td></td></tr>
<tr><td>4.</td><td>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.</td><td>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.</td><td>Satisfied</td><td></td></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>
<tr><td>Nadina</td><td></td><td>500mm+</td></tr>
<tr><td>Phormium Emerald Green</td><td>Flax (Dwarf)</td><td>500mm</td></tr>
<tr><td>Pratia</td><td></td><td>Ground cover</td></tr>
<tr><td>Pimelea Prostrata</td><td>NZ Daphine</td><td>Ground cover</td></tr>
<tr><td>Buxus 400mm</td><td></td><td></td></tr>
<tr><td>Euonymus</td><td></td><td>400mm</td></tr>
</table></td><td>Satisfied</td><td></td></tr>
</table>

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<tr><td></td><td></td><td>
<table>
<tr><td>Teucrium 400mm</td><td></td><td></td></tr>
<tr><td colspan="3">Preferred Tree options</td></tr>
<tr><td>Michelia Inspiration</td><td></td><td>2-3m</td></tr>
<tr><td>Fraxinus Griffithii</td><td>Evergreen Ash</td><td>2-3m</td></tr>
<tr><td colspan="3">Other tree options</td></tr>
<tr><td>Magnolia Grandiflora</td><td>Little Gem</td><td>1.5-2.5m</td></tr>
<tr><td>Sophora Longicarinata</td><td>Kowhai</td><td>2-3m</td></tr>
<tr><td>Quercus Ilex</td><td>Evergreen Oak</td><td>1.5-2.5</td></tr>
</table>
<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><td></td><td></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 minimal</td><td>Satisfied</td><td></td></tr>
</table>

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		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,* • *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.*	Satisfied	
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.*	Paul Murphy: *I did speak with the applicants' landscape architect to clarify Point 8 and they don't have definitions for the effects ratings so there is nothing further to clarify with that.* Note to agent: Gabrielle Howdle will be taking over from Paul Murphy as Landscape Architect.	

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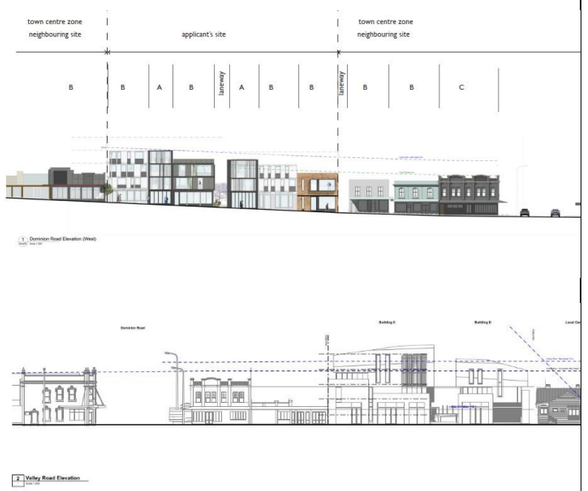
	Urban Design			
9.	Please provide a basic street elevation or transect that illustrates the proposed building within the adjoining K Road context. The elevation or transect should show the outline of all existing buildings along the southern extents of K Road as per the Figure below (illustrated by the red line). In addition, please also show the relevant height controls that apply within the zone / precinct (dotted line).  	The applicant's design team have reviewed this request and do not consider that this information is necessary or *relevant.* *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.* *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*	Chris Butler Response: *From an urban design perspective, the request was to help understand the scale of the building and its component elements in the context of the existing K Road streetscape, the 14m character datum and the building grain and rhythm experienced along the street (we don't get this context from the photo simulations or other analysis provided). While I appreciate the site sits near a 'bend' – within a planning context the site is located within both the K Road Precinct and the K Road historic heritage overlay that extend east of the site. The reason for the length of the elevation was in recognition of the very different built environments to both the east and west of the subject site and the need for any analysis to present a fair representation of the wide variety of land use and building types (as described in Mr Munro's memo). To address the concerns of the applicant team….the length of this elevation could be reduced..(Newton Rd to Edinburgh St). Another option if timing is a concern, is to take the existing photo stitched elevation in the Design Statement* [on page 17 titled "1: K Road North Elevation"] *and to superimpose the building on this base.* *In my experience such information is not uncommon as part of a RC package particularly when heritage and/or over height considerations factor.* Please see below examples from other projects:  Planning: I note that the heritage specialist and myself support this request. From a planning point of view, the context is important, given the objectives and policies within the K Road Precinct and the	**The requested elevation has been provided and is included as an Appendix to the Design Statement Addendum.**

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			requested information will assist in understanding the relationship between the context and the proposed building.	
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 viewpoint that models a complying mass under the planned provisions of PC78.	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 updated visual simulations. Refer to Viewpoints 1, 2 and 18 within the updated Appendix B document to the 'Landscape and Visual Assessment' report.	Noted.	
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	Noted.	
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	Noted.	
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.	Noted.	
	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 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	Please see letter from Commute Transportation Consultants (CTC) which addresses this question. 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.	Noted. Satisfied	

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	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.			
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.	**Noted.**	
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 also provide horizontal and vertical vehicle tracking to confirm the ability of a waste collection truck to access the site safely.	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.	Items 16 to 19. Please confirm if the applicant will propose a condition to form part of the consent that waste collection only occurs during off-peak hours only.	**The proposed condition in terms of off-peak waste servicing is accepted/offered by the applicant.**
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*	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.		

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	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			
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.		
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, however the applicant will continue to work with AT regarding this (see response to #20 below).	The development includes retail and food and beverage uses which are likely to receive deliveries frequently. The reliance on on-street loading only raises concerns regarding effects on the transport network. In the event that all public loading facilities are taken, to mitigate and avoid adverse effects on the transport network, loading for (at minimum vans and courier vehicles) should be provided on site. Please also provide confirmation that a delivery van and courier vans have sufficient vertical clearance to enter the building.	**The revised application plans include Space 3 on Level B1 for onsite loading (in a normal 2.4m wide by 5m long space). This space is available for vehicles up to 2.3m high.** **The use of this space will be managed by the building manager**.
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.	Noted and satisfied.	

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	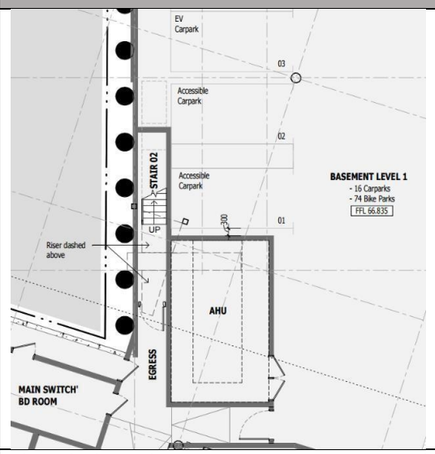	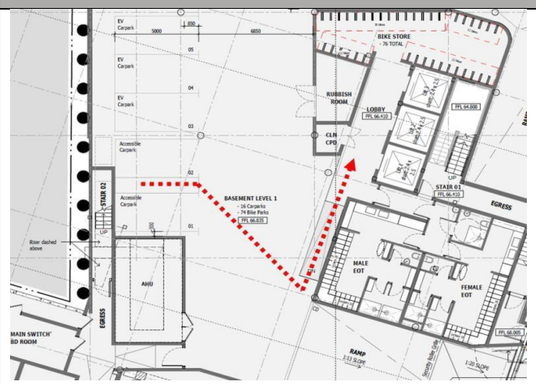		
22.	The vehicle tracking assessment was not provided with the TA Report, please provide the tracking assessment in order to enable the Traffic Engineer to determine the adequacy of the car park layout.	The requested tracking is attached.	Noted and satisfied.	
23.	Please provide long-sections of the proposed ramp from the vehicle crossing showing safety platform and ramp gradient. It is noted that the proposed roading plan shows that 1:8 gradient is proposed for the safety platform infringing the maximum requirement of 1:20.	Please see letter from CTC which addresses this question. 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.	Noted.	
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.	Noted.	
	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	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 to achieve a safe intervisibility window between pedestrians and vehicles.	There is still a safety concern regarding the visibility splays. Please confirm that the applicant will propose a condition of consent requiring that a speed hump on the exit lane?	**The revised application plans now include a speed hump on the exit lane and the detailed design of this can be conditioned.**

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	that 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.	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 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.*	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 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.	At has provided the following response: The response would be accepted if the footpath had not already been closed for circa 3 years. Regarding the previous consent under council reference BUN60369382, AT is requesting if the required pedestrian management plan under condition 24 was certified by AT? Please see extract below from condition 24: • Provide pedestrian management plan including temporary pedestrian routes v be easily traversable, well-marked and safely separated from moving vehicles • The traffic/pedestrian management plans must be approved by Auckland Trar to the commencement of construction works. Should these plans not be available, additional assessment may be requested regarding safety and amenity effects of the additional closure of the footpath while taking into account the length which it was already closed. The assessment by commute does not take into account the fact that the footpath and berm has already been closed for a lengthy period of time. AT is requesting that a condition is proposed as part of the CTMP that focuses specifically on addressing pedestrian safety and amenity in the CTMP.	**This condition is accepted/offered by the applicant.**
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. a. Please confirm if the car parking spaces proposed to be	Please see letter from Commute Transportation Consultants (CTC) which addresses this question and includes a potential revised layout consistent with these requests. The applicant agrees in principle with the reinstatement and is happy to discuss and revise the CTC concept design in line with Auckland	AT requests if the applicant will propose a condition of consent for these works?	**A condition is accepted/offered by the applicant regarding the detailed design of the street / parking layout and reinstatement as part of the proposal. .**

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	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* *•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.*	Transport requirements.		

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	 *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 Engineer			
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.	DE to reassess once alternative SW solution is proposed.	**The amended drainage plans have been provided to Council with connections to the Abbey Street networks for wastewater and stormwater.**
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 line and clarify the proposed wastewater extension arrangement. Also add the proposed and existing wastewater items to the legend.	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. Specific details will be subject to future Building Consent and EPA processes.		**The amended drainage plans have been provided to Council with connections into the Abbey Street networks for wastewater and stormwater.**
30.	Please provide high-level construction methodology for the installation of the temporary support in the form of barrier pile	**This is being prepared and will be provided under separate cover.**		**This is included in the geotechnical information prepared by Soil and Rock.**

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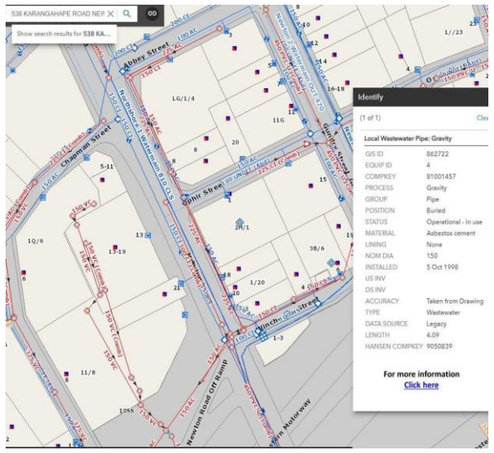
	and/ or secant wall pile.			
		Watercare		
31.	Since the proposed development will increase the WW flow discharge by over 2.0 L/s, please provide a catchment study covering the area up to a point continuing with an equal or above 300mm wastewater network. The relevant network line has been highlighted 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.	Watercare has provided the following response: *'Since this development site is in a combined catchment and there is a stormwater network nearby (within 55m), Watercare's policy is that stormwater should be discharged to the stormwater network if feasible, which it seems it is (by utilising pumps to pump out stormwater flows from the basements), it may not be a preferred solution, but it is feasible in our opinion.'* I have informed Watercare that the site currently discharges to the combined line in Gundry Road (as confirmed by the applicants engineer) and that there is no change to the impervious area, however, Watercare has noted that since a new development is being proposed, they stand by their input and reaffirmed that since the site is within 55m of a stormwater line, the stormwater must be discharged to that network.	**The amended drainage plans have been provided to Council with connections into the Abbey Street networks for wastewater and stormwater.**
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		
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*	Noted.	

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		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 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).*	Noted.	
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).* *Note: some of the neighbouring site are 'contributing sites' in the K Road Historic Heritage Area.*	**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)."* *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*	Noted.	

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		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 records, which clearly demonstrate that Section C-C' is the critical section along the western boundary with a retained height of 5.8m*	Response being prepared and will be provided under separate cover.		**Please see the attached geotechnical and groundwater information prepared by Soil and Rock including:** - **S92 Response Letter;** - **Geotechnical Investigation Report;** - **Updated Groundwater Drawdown and Settlement Assessment;** - **Draft Groundwater and Settlement Monitoring Contingency Plan.** **The reports and GSMCP have been revised in line with Council's initial feedback and meeting.**
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.		**As above.**
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.		**As above.**
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.		**As above.**
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 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.*	Response being prepared and will be provided under separate cover.		**As above.**

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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.		**As above.**
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 services , which require pre-and -post dewatering CCTV condition surveys, together with a description of the proposed construction methodology/sequence and contingency options.*	Response being prepared and will be provided under separate cover.		**As above.**
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.		**As above.**

POST NOTIFICATION FURTHER INFORMATION REQUESTS

	Request	Response / Action	Council Response
	Urban Design & Planning		
1.	Shading: a. Please provide an updated set of shading diagrams that cover all daylight hours. Typically, this is between 8am and 5pm and extended to 7pm in summer. This should also be shown at a scale whereby the full extents of shading are shown. b. Please provide a shading analysis at spring equinox. c. Please update the shading diagrams to illustrate the extent of additional shading beyond a complying AUP building envelope.	**The requested shading diagrams have been prepared and are included in the attached Design Statement.**	
2.	Please provide an assessment of the wind effects generated by the proposed development without the canopy structure proposed within 582 Karangahape Road.	**As noted above, the design has been amended and RWDI have assessed the wind effects of the revised massing. Their assessment confirms that the proposal will comply with AUP standard H8.6.28 Wind as set out in their attached report.** **No canopy or other structure is proposed on 582 Karangahape Road.**	
3.	A section of the southern elevation of K Road showing the proposed building in context (in previous discussions it was mentioned this was forthcoming). The council's landscape architect agrees this information will assist	**This is included within the Design Statement with a version showing both the notified and the revised scheme included.**	
	Landscape		
4.	Visual information to respond to the concerns raised by the submitters located at Hopetoun Street apartments (e.g., representative visualisations, montages from these properties).	**The revised design statement includes a long section showing the relative heights of the 15 Hopetoun apartment building, the application site and Mt Eden to allow comparison of the existing building at 15 Hopetoun, the existing consented building on the application site and the proposed building. The PC78 35m height limit is also shown to indicate the scale of buildings enabled by the plan change.** **In terms of the provision of additional visual simulations or montages, the location and nature of these would need to be discussed and agreed with Council who would also need to facilitate / arrange access to the building.** **The applicant's specialists are happy to discuss the nature of any additional simulations and what the specific effects to be considered are.**	
5.	Visual simulations from viewpoints B and H.	**These simulations, along with simulations for the other viewpoints are being prepared and will be provided once ready.**	
	Traffic		
6.	Many of the traffic aspects raised in the submission relate to construction traffic management. The Traffic Assessment Report does not provide any outline details for a prospective Construction Traffic Management Plan (CTMP) to appropriately manage transportation effects of the proposal during the construction phase. Given the overall scale of the proposal and likely disruption that would be expected to result from the construction phase, please provide expected outline details for a prospective CTMP. In terms of particular issues for a prospective CTMP to address, the TE would expect outline details to include, but not be limited to, the following: a. Confirmation of construction hours and management of any conflict with network peak hours and school travel times where appropriate.	**Please see attached a draft Outline of the Construction Traffic Management Plan. This details the key contents of the CTMP which will be prepared for the development.** **The final version of the CTMP can be prepared in the event of consent approval once a contractor and construction methodology are confirmed.**	

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	b. Appropriate controls and management measures for heavy construction vehicles and equipment which require access to the site. c. Outline approach to traffic management measures on the adjoining road network, including expected constraints on traffic and pedestrian movements during the construction phase. d. Potential adverse impacts on public transport routes or infrastructure e. Engagement with affected property owners and occupants and other key stakeholders		
7.	Whilst it has been confirmed by the applicant that the 48 parking spaces will only be used by tenants (i.e. staff / regular users and will not be used by retail customers), please confirm if an appropriate management system or regime will be in place to allocate parking spaces to specific individuals, including car share users, electric car users, etc.?	**Car park access will be restricted to tenant use only with car parks allocated by the tenants based on tenancy requirements and as per the agreed lease.** **Car parks will have signage to indicate the authorised user of that car park.** **EV charger parks are for tenants only but managed by the consent holder / building manager.** **Courier van / loading parking remain unallocated with usage managed by the Building Manager.**	
8.	Please provide outline details for a prospective Travel Demand Management Plan for the site, including alignment with any car park management systems or allocation regimes which may be in place.	**Please see attached draft Travel Demand Management Plan which can be refined and expanded in conjunction with AT and Council as well as other stakeholders.**	
	Development Engineer		
9.	Regarding potential risk of instability and mitigation to ensure effects are avoided. The section 92 RFIs raised are considered to address this. Please provide construction methodology and E12 assessment to address this risk.	**This is covered within the Civil Engineering Reports and geotechnical/ground water assessments including the draft GSMCP which contains the relevant monitoring and contingency actions to ensure stability of neighbouring sites is maintained.**	
10.	The DE has stated that they also require building damage assessment to the neighbouring properties which has been raised by the GW specialist (#39 and #40 in section 92 request). The applicant should ideally address and provide a full assessment against E12 with their responses to the above requests.	**This is covered within the Civil Engineering Reports and geotechnical/ground water assessments including the draft GSMCP which contains the relevant monitoring and contingency actions to ensure stability of neighbouring sites is maintained.**	
	NOTE: a) Watercare has been sent the information regarding wastewater concerns on Gundry raised in the submissions. Once we get feedback I will send it though. b) Regarding the discharge of SW to the combined line, the DE has received feedback from HWD and Watercare is discussing this with HWD. I will get back to asap once I hear back from Watercare. c) Maven confirmed they will provide a brief assessment to cover flooding and OLFP matters.	**As discussed, the applicant encourages Watercare investigating and fixing any existing problems with the wider public networks in this area.** **As noted above the SW and WW proposals for the site have been amended to connect within the Abbey Street road reserve as requested.** **Attached is an assessment, prepared by Maven, of the overland flow as it travels down Gundry Street and past 11 Gundry. The proposal does not increase the flows and they are assessed as not entering the basement entry to 11 Gundry (which is located on Ophir Street).**	
	Groundwater		
11.	The ground water specialists confirms that the concerns raised by Samson Corporation Limited on geotechnical stability and groundwater must be addressed. Similarly to the request by the DE "it is necessary that a construction methodology is prepared at this stage of assessment, reviewed, and accepted by the Council prior to the issuing of consent".	**Please see the attached geotechnical and groundwater information prepared by Soil and Rock including:** - **S92 Response Letter;** - **Geotechnical Investigation Report;** - **Updated Groundwater Drawdown and Settlement Assessment;** - **Draft Groundwater and Settlement Monitoring Contingency Plan.** **The reports and GSMCP have been revised in line with Council's initial feedback and meeting**	

	Request	Response / Action	Council Response
12.	The GDSA recommends a Groundwater & Settlement Monitoring & Contingency Plan (GSMCP) be provided. Although this will allow the works to be well monitored, should damage occur it is not known if the GSMCP is able to sufficiently manage such an eventuality, and no further information has been provided by the applicant to address an event where damage to the neighbouring building at 582 Karangahape Road occurs. Please provide further information in this regard	**Please see the attached geotechnical and groundwater information prepared by Soil and Rock including:** **- S92 Response Letter;** **- Geotechnical Investigation Report;** **- Updated Groundwater Drawdown and Settlement Assessment;** **- Draft Groundwater and Settlement Monitoring Contingency Plan.** **The reports and GSMCP have been revised in line with Council's initial feedback and meeting**	
		General	
13.	Confirmation that the applicant agrees to the following regard the submission by SMC a) An assessment and documentation of the existing ground conditions of the site at 582 Karangahape Road prior to any ground works commencing at the expense of the consent holder to establish a baseline to ensure any geotechnical effects are avoided; b) The condition of the building at 582 Karangahape Road be assessed and documented by a suitably qualified engineer prior to works commencing, and confirmation that piling works will not cause any movement or damage to the building; c) Consultation with the Submitter to determine appropriate construction hours given the noise sensitive activities present; d) The conditions and construction methodology should be required to include specific pre-determined settlement monitoring locations and methods, and these should include locations to provide accurate monitoring of the effects on the submitter's properties. e) A condition to ensure that crane access and crane movement associated with construction does not encroach into the neighbouring site at 528 Karangahape Road. f) The conditions and GSMCP should include the requirement for specific pre-determined monitoring locations and methods, and these should include locations to provide accurate monitoring of the effects of groundwater drawdown and other effects on the submitter's properties. g) Provision of mitigation measures should damage to adjacent buildings and structures occur.	**Consent conditions covering the matters noted are accepted by the applicant. A draft set of consent conditions is being prepared and will be provided prior to the hearing.** **It is noted that the information contained in the Soil and Rock Reports cover almost all of the points raised and that the matters raised are able to be addressed by consent conditions which regularly form part of decisions on developments of this scale and nature.**	