From:	Mark Benjamin
To:	Bradley Peens
Cc:	Aoife Mac Sharry
Subject:	RE: BUN60427502 - 538 K Road - Groundwater Response
Date:	Wednesday, 4 September 2024 2:55:46 pm
Attachments:	image001.png image004.png image005.png image006.png image007.png image009.png 2301_(1)001_C.pdf 2301_(1)002_D.pdf 2301_(2)014_D.pdf

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Hi

Yes - that's correct – wanted to run past Richard before formal submitting in case there were more changes.

The revised visual sims are here - 538 KRd - LVA Appendix B 4 September 2024.pdf – the building outline massing has been omitted from this set as that modelling is taking a bit longer and we wanted to get them issued to you and the specialist.

Revised basement plans are attached and the PC79 commentary/review will be finalised and sent through shortly.

In terms of the vertical clearance questions please see the section attached which confirms the entry is at 2.36m minimum. The minimum within the basement itself is 2.3m. Will include that as a reason for consent with some assessment.

I will also be sending you a more formal letter with all the other info discussed and referenced as well as the design changes etc just to wrap everything up.

Thanks,

Mark

From: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Sent: Wednesday, 4 September 2024 2:36 pm
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: BUN60427502 - 538 K Road - Groundwater Response

Hi Mark,

Richard has forwarded me the correspondence that the specialists have had re groundwater matters.

Richard asked me to pass on the following: "*we* [groundwater specialists] *are generally happy with the response from S & R Consultants in their email dated 28 August 2024"*

My understanding is that the information will be submitted formally by yourself to me?

I note there are some outstanding items some specialists are still waiting for (e.g. visual sims, updated basement plans...).

Thanks.

Ngā mihi | Kind regards,

Bradley Peens | Senior Planner
Division of Planning & Resource Consents | City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Wednesday, September 4, 2024 2:29 PM
To: rsimonds@ftl.co.nz
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>; Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Subject: RE: BUN60427502 - 538 K Road - Groundwater Response

Ok thanks

I will get in touch with Bradley

Regards

Mark

From: rsimonds@ftl.co.nz <rsimonds@ftl.co.nz>
Sent: Wednesday, 4 September 2024 2:27 pm
To: Mark Benjamin <MarkB@mhg.co.nz>
Subject: RE: BUN60427502 - 538 K Road - Groundwater Response

Good Afternoon Mark

I have sent our response to Bradley Peens – in a nut shell we are generally happy with the response and info provided by Soil and Rock Consultants

Kind Regards,
Richard Simonds – Principal Engineering Geologist

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From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Wednesday, 4 September 2024 10:00 am
To: Michael Chan <michael.chan@soilandrock.co.nz>; rsimonds@ftl.co.nz
Cc: Byron Smith <byron.smith@soilandrock.co.nz>; Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: BUN60427502 - 538 K Road - Groundwater Response

Hi Richard

Following up on the below as keen to get this matter squared away so we can formally submit all the final info for this one.

Can you confirm generally happy with the response and info?

Thanks,

Mark

From: Michael Chan <michael.chan@soilandrock.co.nz>
Sent: Wednesday, 28 August 2024 3:53 pm
To: rsimonds@ftl.co.nz
Cc: Byron Smith <byron.smith@soilandrock.co.nz>; Mark Benjamin <MarkB@mhg.co.nz>
Subject: FW: BUN60427502 - 538 K Road - Groundwater Response

Hi Richard,

I hope you're well.

I would like to discuss with you directly regarding our RFI response to the further groundwater specialist RFI queries you have raised with a view to iron out any further issues and/or provide further clarity before formalising to the Council Planner for final Document Control.

Could you please review our below response and give me a call and/or return email so we can provide clarity or discuss any further queries you may have about our assessment?

I appreciate your help with this and look forward to hearing from you.

We attach the relevant documents:

1. S&RC GWDSR Rev E, dated August 2024
2. S&RC GSMCP Revision Draft-B, dated August 2024
3. Enovate W1 section (Figure 2 of our RFI response letter), Sheet No. S312, Revision A.
4. No. 582 Karangahape Road Cross Section drawn by RTA Studio, Sheet No. A(00)350, ref no. 07110, dated 13 December 2007

Observations

Please note that we did not raise query 30 and we suggest that you forward the response to the DE for their review.

We consider that the response to query 36 is not satisfactory.

We note that Figure 1: titled "582 Karangahape Road Southeast-Northwest" in the letter report is illegible and a clear copy should be provided and annotated with relevant information. In relation to Section C the response states: "The retained height has been amended to 7.4m" We note that the WALLAP analysis appears to have been undertaken for a wall with approx. 7.4m retained height, however the retained height given in Table 8 in the GDSA is 5.8m, please clarify. In addition, please update Figure 2 in the letter report to include the excavation level of the proposed basement.

S&RC Response:

A clear copy of the property file document which Figure 1 of our RFI Response Letter was sourced from is attached. The pertinent information from this drawing is included on the attached Enovate W1 section, Sheet No. S312, Revision A.

The retained height of 5.8m is a typo in our GWDSA Rev D. The retained height of 7.4m was conservatively adopted for the WALLAP analysis and Table 8 now reads 7.4m as per our GWDSR Rev E.

We consider that the responses to queries 37 to 43 are satisfactory

We have the following additional queries:

1. *We note that WALLAP analysis only adopts reduced wall stiffness values after bulk excavation has been completed. CIRIA C760 (see Section 4.2.3, page 85 which is attached to this email) indicates that a reduced stiffness value of 0.7EI should be adopted during the construction case, i.e. from beginning of bulk excavation. Please revise the WALLAP in accordance with CIRIA 760 and, where necessary, update the assessment of effects.*

S&RC Response:

The reduced stiffness value has been carefully considered to be adopted during construction, not before construction: i.e. following first excavation. This is when we expect the earliest significant section cracking to occur and in turn, reduction in stiffness. The application of changing the pile stiffness at this stage better represents the real-life situation where the stiffness of the wall will be at its maximum at installation of the pile and first excavation, and reducing as the excavation proceeds. Analysing in this order also allows assessment of higher structural load demands for the pile and temporary propping at the time of first excavation, which is considered the worst case.

For Council's peace of mind, we have run sensitivity checks on all of our models with wall stiffness at 70% prior to excavation and the stiffness reduction prior to any excavation does not change the critical deflections or settlement analysis.

2. *Table 7 of the GDSA indicates that temporary ground floor bracing of Section C is required to achieve the limiting settlement criteria. Please clarify the how the temporary bracing will be provided and update the proposed construction methodology accordingly.*

   S&RC Response:

   Temporary ground floor propping would be installed in the form of temporary bracing, diagonally spanning across the capping beams of the southwestern and northwestern walls. For the purpose of this (RC) assessment, we assume this would take the form of UB bracing. This is reiterated as per *our GWDSR Rev E*.

3. *The retaining wall design parameters, provided in Table 7 of the GIR and adopted for use in the WALLAP analysis, appear to be high based on the borehole logs provided. Please provide justification for the retaining wall design parameters adopted.*

   S&RC Response:

   The material comprises generally very stiff to hard residual soils of the Waitemata Group underlain from relatively shallow depth by transitional material comprising intermixed soils and rock with SPT 'N' values similar to the underlying siltstones and sandstones. The parameters adopted for our retaining wall analyses are consistent with other previous (successfully completed) projects of a similar nature and are considered appropriate and consistent with these projects. It should be noted that the Young's modulus of rock was conservatively halved from 300MPa (given in our GIR) to 150MPa.

4. *No groundwater drawdown is predicted along Section E-E', however drawdown is presented for Section E-E in Table 3 of The GDSA. Please provide clarification.*

   S&RC Response:

   This is a typo in our GDSA Rev D. Table 3 now reads F-F' as per our GWDSR Rev E.

5. *Please plot the 50mm diameter PE gas main located at 2m from the edge of the excavation (as described in Table 11 in the GDSA) on the Settlement profile for Section D.*

   S&RC Response:

   This gas pipe is now shown on the Section D settlement graph as per our GWDSR Rev E.

6. *Please plot the 200mm diameter cast iron water pipe located immediately adjacent to the southern edge of the excavation (as described in Table 12 in the GDSA) on the settlement profile for Section E.*

   S&RC Response:

   This water pipe is already presented on Section E settlement profile at 0.0m horizontal distance from wall. Please refer to the legend ('Water Pipe 200 CI'). Notwithstanding, it is presented again in our GWDSR Rev E.

7. *Table 10 in the GDSA indicates that the predicted maximum differential settlement is 1 : 1,000, however the settlement profile for Section C indicates that the predicted maximum differential settlement is 1 : 1,100, please provide clarification.*

   S&RC Response:

   This is a typo in our GDSA Rev D. Table 10 now reads 1:1100 as per our GDSA Rev E.

8. *Table 11 and the settlement profile for Section D in The GDSA indicate that the predicted maximum differential settlement is 1 : 870, however the letter report indicates that the maximum differential settlement at Section D is 1: 909, please provide clarification.*

   S&RC Response:

   This is a typo in the GDSA. Table 11 now correctly reads 1:909 as per our GDSA Rev E.

9. *The reports referenced in the draft GSMCP should be updated to the current reports.*

   S&RC Response:

   Corrected in Draft(B) of our GSMCP.

10. *We note that the proposed alert and alarm trigger levels for marker RWAA-1 presented in Schedule A in the draft*

GSMCP are 8mm and 6mm , whereas the alert and alarm trigger levels for RWAA-2 and RWAA-3 are 11mm and 15mm, please clarify and update the draft GSMCP as necessary.

S&RC Response:

Corrected in Draft(B) of our GSMCP.

11. *Please update the monitoring plan to include wall verticality measurements using mini-prisms / tilt meters attached to the unreinforced concrete masonry wall at 582 Karangahape Road to detect outwards rotation of the wall. Alert and alarm trigger levels for these verticality measurements should be provided by a Structural Engineer and included in the draft GSMCP.*

S&RC Response:

Corrected in Draft(B) of our GSMCP. In accordance with the recommendations of the Structural Engineer, a slope of 1:500 has been adopted as the Alarm level, equating to a 0.2% inclination which can be measured vertically between markers on the wall.

12. *Please remove PZ04 and PZ06 from the Monitoring Plan as these are destroyed.*

S&RC Response:

Corrected in Draft(B) of our GSMCP.

13. *Section 8 in the draft GSMCP indicates that structures / buildings that require inspections or detailed condition survey are shown on S & R Drawing 20111/301 i.e. The Monitoring Plan – however this information is not shown, please update the Monitoring Plan accordingly*

S&RC Response:

Corrected in Draft(B) of our GSMCP.

14. *Please provide clarification as to how the 200mm diameter cast iron water pipe located immediately adjacent to the southern edge of the excavation will be monitored for damage /leaks.*

S&RC Response:

Added in Draft(B) of our GSMCP. Given the close proximity, minimal settlement, and negligible effects expected, we consider visual assessment of the exposed excavation for evidence of leaks to be sufficient to detect damage/leaks to this line.

We trust this information clarifies. If you require further information, please do not hesitate to contact the undersigned.

Michael Chan
Senior Geotechnical Engineer

Mobile: 022 043 0802
DDI: 09 886 8305
Email: michael.chan@soilandrock.co.nz

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From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Wednesday, August 7, 2024 4:26 PM
To: Michael Chan <michael.chan@soilandrock.co.nz>; Byron Smith <byron.smith@soilandrock.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>

Subject: FW: BUN60427502 - 538 K Road - Groundwater Response
Importance: High

Hi guys

Please see below additional queries - can you please review and confirm a timeframe for an urgent response?

Thanks

Mark

From: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Sent: Wednesday, August 7, 2024 4:20 PM
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: BUN60427502 - 538 K Road - Groundwater Response

Hi Mark,

Sorry for missing your call earlier. I was in training.

I have received feedback from the groundwater specialists. Please see below.

We have undertaken a review of the following documents:

- *A letter report titled "Request for Information Response for Proposed Commercial Development 538 Karangahape Road Auckland City – BUN60427502", prepared by Soil and Rock Consultants (S & RC), dated 25 July 2024 , Job No. 20111.*
- *A report titled "Groundwater Drawdown and Settlement Assessment at 538 Karangahape Road, Auckland City", prepared by S & RC, dated 24 July 2024, Job No. 20111, rev. D, referred to as "The GDSA" below.*
- *A report titled "Groundwater & Settlement Monitoring & Contingency Plan - 538 Karangahape Road, Auckland City", prepared by S & RC, dated 24 July 2024, Job No. 20111, draft A.*

Observations

Please note that we did not raise query 30 and we suggest that you forward the response to the DE for their review.

We consider that the response to query 36 is not satisfactory.

We note that Figure 1: titled "582 Karangahape Road Southeast-Northwest" in the letter report is illegible and a clear copy should be provided and annotated with relevant information. In relation to Section C the response states: "The retained height has been amended to 7.4m" We note that the WALLAP analysis appears to have been undertaken for a wall with approx. 7.4m retained height, however the retained height given in Table 8 in the GDSA is 5.8m, please clarify. In addition, please update Figure 2 in the letter report to include the excavation level of the proposed basement.

We consider that the responses to queries 37 to 43 are satisfactory

We have the following additional queries:

1. *We note that WALLAP analysis only adopts reduced wall stiffness values after bulk excavation has been completed. CIRIA C760 (see Section 4.2.3, page 85 which is attached to this email) indicates that a reduced stiffness value of 0.7EI should be adopted during the construction case, i.e. from beginning of bulk excavation. Please revise the WALLAP in accordance with CIRIA 760 and, where necessary, update the assessment of effects.*
2. *Table 7 of the GDSA indicates that temporary ground floor bracing of Section C is required to achieve the limiting settlement criteria. Please clarify the how the temporary bracing will be provided and update the proposed construction methodology accordingly.*
3. *The retaining wall design parameters, provided in Table 7 of the GIR and adopted for use in the WALLAP analysis, appear to be high based on the borehole logs provided. Please provide justification for the retaining wall design parameters adopted.*
4. *No groundwater drawdown is predicted along Section E-E', however drawdown is presented for Section E-E in Table 3 of The GDSA. Please provide clarification.*

5. *Please plot the 50mm diameter PE gas main located at 2m from the edge of the excavation (as described in Table 11 in the GDSA) on the Settlement profile for Section D.*
6. *Please plot the 200mm diameter cast iron water pipe located immediately adjacent to the southern edge of the excavation (as described in Table 12 in the GDSA) on the settlement profile for Section E.*
7. *Table 10 in the GDSA indicates that the predicted maximum differential settlement is 1 : 1,000, however the settlement profile for Section C indicates that the predicted maximum differential settlement is 1 : 1,100, please provide clarification.*
8. *Table 11 and the settlement profile for Section D in The GDSA indicate that the predicted maximum differential settlement is 1 : 870, however the letter report indicates that the maximum differential settlement at Section D is 1: 909, please provide clarification.*
9. *The reports referenced in the draft GSMCP should be updated to the current reports.*
10. *We note that the proposed alert and alarm trigger levels for marker RWAA-1 presented in Schedule A in the draft GSMCP are 8mm and 6mm , whereas the alert and alarm trigger levels for RWAA-2 and RWAA-3 are 11mm and 15mm, please clarify and update the draft GSMCP as necessary.*
11. *Please update the monitoring plan to include wall verticality measurements using mini-prisms / tilt meters attached to the unreinforced concrete masonry wall at 582 Karangahape Road to detect outwards rotation of the wall. Alert and alarm trigger levels for these verticality measurements should be provided by a Structural Engineer and included in the draft GSMCP.*
12. *Please remove PZ04 and PZ06 from the Monitoring Plan as these are destroyed.*
13. *Section 8 in the draft GSMCP indicates that structures / buildings that require inspections or detailed condition survey are shown on S & R Drawing 20111/301 i.e. The Monitoring Plan – however this information is not shown, please update the Monitoring Plan accordingly*
14. *Please provide clarification as to how the 200mm diameter cast iron water pipe located immediately adjacent to the southern edge of the excavation will be monitored for damage /leaks.*

Please may you indicate when the information / response will be provided.

Ngā mihi | Kind regards,

Bradley Peens | Senior Planner
Division of Planning & Resource Consents| City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Bradley Peens
Sent: Thursday, August 1, 2024 7:31 AM
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: BUN60427502 - 538 K Road - revised design information and specialist reports

Hi Mark,

Comments below from the Traffic Engineer.

The traffic engineer has requested that a revised traffic assessment report / update memo be provided that covers at least the following in regard to changes of the proposal:

1. **Confirmation of updated GFA parameters for individual land-use activities** within the development, insofar as they relate to key transportation assessment parameters of Chapter E27 of the Unitary Plan.
2. **Updated Assessment of vehicle access arrangements**, including:
    a. A non-compliance assessment for new vehicle crossing onto Gundry Street, which now exceeds the AUP maximum width of 6.0 metres for a two-way crossing
    b. An updated assessment for the vehicle-pedestrian intervisibility splay at the site exit onto Gundry Street considering the vehicle crossing width has changed.
3. **Updated Assessment of Car Parking provisions and dimensions**, as the number of parking spaces appears to have increased to 49, in addition there are a number of changes to parking and manoeuvring spaces. Please also provide **updated vehicle tracking** for parking spaces. The traffic engineer considers that the same selection of parking spaces used in their previous vehicle tracking would provide an appropriate starting point for updated tracking.
4. **Updated Assessment of bicycle parking provisions**, as the number of bicycle parking spaces between the 2 basement levels appears to have been reduced to 36, which based on the proposal's original GFA parameters would

constitute a non-compliance against AUP requirements. If the new bicycle parking provisions are non-complying based on updated GFAs, this needs to be assessed as a non-compliance, which would also trigger AT engagement.

Let me know if you want to discuss.

Ngā mihi | Kind regards,

Bradley Peens | Senior Planner
Division of Planning & Resource Consents| City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Bradley Peens
Sent: Wednesday, July 31, 2024 6:18 PM
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: BUN60427502 - 538 K Road - revised design information and specialist reports

Thanks Mark.

The Landscape Architect has noted that while they have completed a draft (based on the previous design) they will not be able to finalise their memo until they have received the visual simulations. The Landscape Specialist is also going on leave the week of 12 Aug and she has a very high workload and there is a backlog on assessments. Thus, if there is a way to expedite the visuals that will be helpful.

Ngā mihi | Kind regards,

Bradley Peens | Senior Planner
Division of Planning & Resource Consents| City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Wednesday, July 31, 2024 5:04 PM
To: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: BUN60427502 - 538 K Road - revised design information and specialist reports

Thanks Bradley

Attached with appendix now

Regards

Mark

From: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Sent: Wednesday, July 31, 2024 4:37 PM
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: BUN60427502 - 538 K Road - revised design information and specialist reports

Hi Mark,

The ground water specialist has requested the below:

- Please provide Appendix A: Monitoring Plan and Schematic which is missing from the draft GSMCP

I have some feedback from the Transport Engineer, I am just discussing this with him and will get back to you tomorrow with their questions.

Thanks.

Ngā mihi | Kind regards,

Bradley Peens | Senior Planner
Division of Planning & Resource Consents| City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Bradley Peens
Sent: Tuesday, July 30, 2024 4:56 PM
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: 538 K Road - revised design information and specialist reports

Hi Mark,

Thank you for this.

And thank you for laying out the information so clearly. It really helps.

Info has been sent off to the specialists.

I will run the dates again and have the discussions with the PSP. Noting that specialists still need to review the information and do their memos.

I will call to discuss.

Ngā mihi | Kind regards,

Bradley Peens | Senior Planner
Division of Planning & Resource Consents| City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Tuesday, July 30, 2024 3:13 PM
To: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: 538 K Road - revised design information and specialist reports
Importance: High

Hi Bradley,

Link below to the following documents:

- Revised Design Statement / Addendum;
- Revised Application Plans;
- Wind Assessment Report prepared by RWDI;
- Letter from Ian Munro Urban Design regarding revised design
- Letter from Adam Wild / Archifact regarding revised design
- Memo from Matthew Jones / Isthmus regarding revised design / landscape matters;
- Geotechnical and groundwater information form Soil and Rock including s92 response letter, updated Groundwater Drawdown Settlement Report, Groundwater Settlement Monitoring and Contingency Plan;
- Draft outline of the Construction Traffic Management Plan and Travel Demand Management Plan prepared by Commute;
- Overland Flow Path Analysis prepared by Maven;
- S92 Response Table capturing the various information requests and responses.

538 Karangahape Road - Revised Design Info to Council July 2024

In terms of the changes to the building, these are set out in the earlier emails and in more detail within the Design Statement addendum which notes:

Western elevation (to 582 Karangahape Road)

- *The Western elevation of the building has been amended through the introduction of setbacks to mitigate wind impacts and to respond to the PC78 setback requirements. The changes include a 3m setback from Level 2 on the southern side of the façade, and a 6m setback above Level 6 and Level 7 for the entirety of the western facade. These setbacks allow the western envelope to be glazed and for the upper levels, read as occupied, as opposed to the previously proposed articulated concrete panels.*
- *The stairs on this façade are now proposed as a sculpted external structure, clad in porous metal cladding to allow wind to pass through.*
- *The northern portion of the western façade abutting the neighbouring boundary, has been revised to a vertical occupied mass with glazing (previously concrete), from Levels 4 to 7.*
- *The southern portion of the façade closest to Abbey Street, has been reduced in height by one level to better comply with the PC78 street frontage setback standard.*

Southern Elevation (Abbey Street)

- *The southern elevation of the building at Abbey Street has been altered with the podium reduced by one level (now presenting as three levels not four), and the upper parts of the building are reduced in width with the introduction of the setbacks from the western boundary.*

Eastern Elevation (Gundry Street)

- *The eastern elevation has been amended with the reduction in height of the Abbey Street podium to three levels, and the wintergarden along the rest of the Gundry Street frontage now proposed as approaching two levels (Level 3 and Level 4) in height (previously only one level, Level 4).*

Northern Elevation (Karangahape Road)

- *The northern elevation remains generally unchanged, with the exception of narrowing the upper levels as a result of the setbacks introduced on the western side of the building.*

These design strategies achieve increased envelope compliance and mitigated wind effect, while retaining the key urban design & massing strategies developed to arrive at the notified application

In regard to consenting matters / reasons for consent, these remain generally as per the submitted AEE with the amendments resulting in 582 K Road no longer being 'part' of the application site and the technical infringement of future PC78 setbacks being reduced.

The overall height does not change and so the height infringement remains the same.

The GFA for planning purposes has reduced by 1282m^2 (from 11,646m^2 to 10,364m^2) so the technical FAR is now reduced to 6.49:1 (from 7.29:1). Other reasons for consent remain the same.

Overall, the assessment and conclusions in the AEE regarding around the acceptability of the proposal in RMA terms remains the same. It is considered that the revised design results in reduced potential for adverse effects and the revised design is supported by the commentary from the relevant specialists in terms of heritage, urban design and landscape.

Please get in touch once you and the specialists have reviewed the information so we can confirm next steps and timing.

Kind regards,

Mark

Mark Benjamin

M 021 0267 2078

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From: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Sent: Monday, July 29, 2024 1:32 PM
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: 538 K Road

Hi Mark,

Thanks for this.

All specialists have been sent the revised plans.

Once I get the other information I will send this off to the specialists.

Ngā mihi | Kind regards,

Bradley Peens | Senior Planner
Division of Planning & Resource Consents| City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Monday, July 29, 2024 11:12 AM
To: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: 538 K Road

Hi Bradley,

Yep, good weekend thanks, how was yours?

Please see the links below for the revised plans and design statement.

538 K Road Revised Design Statement July 2024.pdf

538 K Road Revised Application Drawings July 2024.pdf

I am just compiling the rest of the info and will send it through later this morning.

The only change of note in addition to the below is that the Gundry Street wintergarden is now two levels in height (where previously it was one). This is detailed within the design statement addendum.

Thanks,

Mark

From: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Sent: Monday, July 29, 2024 8:08 AM
To: Mark Benjamin <MarkB@mhg.co.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>
Subject: RE: 538 K Road

Hi Mark,

I hope you had a good weekend.

I am following up on the information and design pack for K Road?

Ngā mihi | Kind regards,

Bradley Peens | Intermediate Planner
Division of Planning & Resource Consents| City Centre Team
Mobile: 027 220 9138
135 Albert Street, Auckland Central

From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Monday, July 22, 2024 9:10 AM
To: Bradley Peens <bradley.peens@aucklandcouncil.govt.nz>
Cc: Aoife Mac Sharry <aoife@jkgl.co.nz>; Hamish Firth <hamish@mhg.co.nz>
Subject: 538 K Road

Hi Bradley, good weekend?

Just checking in on what progress has been made on locking in a hearing date for the week of the 7th October?

The revised design package (addendum design statement and application plans) is due to be complete and back with you this week, with short updated info from urban design, heritage and landscape as well as an updated AEE and s92 response table. The groundwater and Geotech information is being updated in line with our meeting on 11/7 and is also due this week.

As confirmed previously, the changes relate to the western elevation mainly, with the introduction of setbacks to allow the mitigation of potential wind impacts within the site (i.e. not relying on canopies or structures over the neighbouring land at 582 K Road) as well as the reduction of the Abbey Street frontage podium height by one level.

Minor internal changes related to the above are also proposed but there is effectively no change to the northern (K Road) and eastern (Gundry) frontages.

Can we arrange a time to catch up this mid-late week and run through where things are at / what specialist memos/feedback you have so far?

Thanks,

Mark

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