Pūmanawa Downtown West
Downtown Car Park Redevelopment

2 Lower Hobson Street, Auckland CBD

Assessment of Environmental Effects and Statutory Analysis

13 December 2024

B&A
Urban & Environmental

Prepared for:
Precinct Properties New Zealand Limited

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1.0 Applicant and Property Details

To:	Auckland Council
Site Address:	2 Lower Hobson Street, 29 Customs Street West, 188 Quay Street, Auckland Central ("**Site**") 204 Quay Street, Auckland Central (façade change from removal of pedestrian foot bridge works) Road – Lower Hobson Street, Fanshawe Street, Sturdee Street (removal of car park ramp and pedestrian foot bridge works)
Applicant Name:	Precinct Properties New Zealand Limited
Address for Service:	Barker & Associates Ltd PO Box 1986 Shortland Street Auckland 1140 Attention: Alvin Jung
Legal Description:	Lot 9 DP 60151 (2 Lower Hobson Street), Lot 7 DP 77037 (29 Customs Street West), Lot 5 DP 63972 & Lot 1 DP 78340 (188 Quay Street) and Lot 1 DP 183125 (204 Quay Street) (refer to Records of Title as **Appendix 1**)
Site Area:	14,876m^2
Site Owner:	Auckland Council & Precinct Properties Holdings Limited.
Unitary Plan:	Auckland Unitary Plan (Operative in Part) ("**AUP (OP)**")
AUP (OP) Precinct:	Downtown West sub-precinct B Viaduct Harbour sub-precinct A
AUP (OP) Overlays:	**2 Lower Hobson Street** • City Centre Port Noise Overlay [rcp/dp] - 58db • City Centre Port Noise Overlay [rcp/dp] - 60db **204 Quay Street, Auckland Central** • Historic Heritage and Special Character: Historic Heritage Overlay Extent of Place [rcp/dp] - 1969, Auckland Harbour Board Workshops (former)

AUP (OP) Controls:	Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise Macroinvertebrate Community Index - Urban
Designations:	Designations - 1550, Car Park - Custom Street West, Designations, Auckland Transport
Plan Change 78 Zoning:	Business – City Centre Zone
Plan Change 78 Management Layers:	Walkable Catchment
Plan Change 78 Qualifying Matters:	- Designation - Coastal Inundation (i) - Precinct - Flood Plains (i) - City Centre - Qualifying Matters apply,
Additional Limitations:	Overland Flow Path Flood Plain Coastal Inundation Contaminated Site
Locality Diagram:	Refer to **Figure 1**
Brief Description of Proposal:	Redevelopment of the Downtown Carpark site into an integrated mixed-use precinct ("**Project**" / "**Proposal**")
Summary of Primary Reasons for Consent:	AUP (OP): historic heritage; groundwater diversion; land disturbance (regional and district); noise and vibration; contaminated land; temporary activities; vehicle access restriction; offsite parking; loading vertical clearance; construction of new buildings; additions and alterations to existing buildings; demolition of existing building; non-compliance to harbour edge height control plane; dwellings, public open space including infringement to standard, and transfer of heritage floor space as bonus features; maximum tower dimension; setback from the street; verandah; minimum floor to floor height; wind; outlook space; minimum dwelling size; and development that do not comply with pedestrian connections Resource Management (National Environmental Standard for Assessing and Managing Contaminants

in Soil to Protect Human Health) Regulation 2011 ("**NESCS**")

2.0 Executive Summary

This report is submitted in support of the applicant's resource consent application for the redevelopment of the Site to provide for a mixed-use precinct providing for commercial, residential, retail, food and beverage and civic uses.

The redevelopment involves three podium buildings, two towers and six levels of shared basement, including new public spaces and a new laneway network to provide connectivity within the city centre. In addition, the proposed development involves modifications to the podia of existing adjacent buildings (HSBC and AON) to facilitate the new laneway network.

The mixed-use development will comprise:

- Demolition of existing building together with the pedestrian bridge over Lower Hobson Street and the vehicle ramp connecting to Fanshawe Street;
- Associated make good works to the heritage building at 204 Quay St (Former Auckland Workshops) and the Fanshaw Street retaining wall, landscaping and pavements along the streetscape.
- Alterations to the existing podium buildings;
- Excavation for a basement involving land disturbance of appropriately 120,000m^3 in volume over an area of 6,442m^2.
- Upgrades and connections to three waters infrastructure;
- Construction of two towers with six basement levels and a podium level that accommodates:
    - Tower 1 (T1) at 56 floors including podium 1 (P1) and Tower 2 (T2) at 45 floors including podium 2 (P2).
    - Retail and/or food and beverage tenancies in the ground floor tenancies.
    - Office spaces from level 3 and upwards on both towers.
    - Up to 247 residential units on the upper floors.
    - Basement vehicle and bicycle parking, loading dock, and plant and refuse rooms.
    - A major new public space, Te Urunga Hau (The Urban Room), with a pedestrian through site link through Customs Street West and Lower Hobson Street.
    - Landscaping and lighting.
- Overall, the development will comprise of approximately 120,000m^2 in gross floor area ("**GFA**"), with 82,100m^2 GFA in office space, 32,800m^2 GFA in residential space, 2,200m^2 GFA in retail and food and beverage and 3,300m^2 GFA in civic space for the public.

During the development of the proposal the applicant and its representatives have had correspondence and meetings with Auckland Council representatives including review by the Auckland Urban Design Panel in conjunction with the Eke Panuku Technical Advisory Group.

Consultation has also been undertaken with Mana Whenua groups of Tāmaki Makaurau directly by the applicant and also through the Eke Panuku Mana Whenua Governance Forum. The standard objectives of that engagement have been to discuss the proposal and understand any issues that may exist with the Site, locality and development and how they might be responded to and the information requirements needed for the application. Public notification is requested by the applicant under section 95 of the Resource Management Act 1991 ("RMA" / the "Act"), and therefore the following assessment is specifically against section 104 of the RMA.

The proposal requires resource consent under the AUP (OP) and NESCS.

Construction-related effects have been carefully considered. While there are some predicted exceedances to AUP construction noise levels to some neighbouring properties, these exceedances are temporary in nature and limited in frequency. Mitigation measures such as acoustic barriers during construction and implementation of a Construction Noise and Vibration Management Plan (CNVMP) will ensure that any adverse effects are managed to an acceptable level to ensure that the neighbour's amenity is reasonably maintained.

A transport assessment has been undertaken which considers that the traffic generation from the proposed development can be accommodated within the road network, and that the proposed accesses will not result in any significant safety impacts. The transport assessment also considers that parking provided onsite will meet levels of parking demand and, that the activities will encourage public transport usage, walking and cycling due to the location of the Site and existing infrastructure and services.

The Assessment of Landscape and Visual Effects considers that the built form and façade composition of the towers have been designed to an appropriate scale and add to the visual profile of the city skyline. The slender form, the chamfered edges and the stepped nature between the two towers provide a successful transition in height toward the waterfront and harbour edge.

Proposed materials and landscaping have been influenced by the context of the Site and reflect a strong mana whenua and cultural narrative. The materials aim to create cohesive and elegant palette that draws inspiration from nature and compliment the proposed landscaping.

Upgrades (where required) and new connections are proposed to the three waters infrastructure, power and telecommunication utilities to service the development and surrounding sites. The development has been designed to accommodate coastal and flood hazards at their existing location and extent to avoid adverse effects to the surrounding environment and properties up and downstream of the application Site.

Overall, the proposal is considered to be consistent with the relevant provisions of the AUP (OP), NESCS, the National Policy Statement on Urban Development ("NPS-UD") and New Zealand Coastal Policy Statement ("NZCPS").

3.0 Introduction

3.1 Purpose and Scope

This report has been prepared in support of a resource consent application submitted by Precinct Properties New Zealand Limited (hereafter referred to as the PPNZL) for the redevelopment of the Site into a mixed used precinct at 2 Lower Hobson Street, 29 Customs Street West, 188 Quay Street, Auckland Central, including façade changes from the removal of pedestrian foot bridge works at 204 Quay Street and removal of car park ramp and pedestrian foot bridge works attached to the Downtown Car Park Building on the Road – Lower Hobson Street, Fanshawe Street and Sturdee Street.

The redevelopment will consist of three podium buildings, two towers and six levels of shared basement, including new public spaces and a new laneway network to provide connectivity within the city centre. This will provide for a mixed-use precinct providing for commercial, residential, retail, food and beverage and civic uses. In addition, the proposed development involves modifications to the podia of existing adjacent buildings (HSBC and AON) to facilitate the new laneway network.

Public notification is requested by the applicant under section 95 of the RMA, and therefore the following assessment is specifically against section 104 of the RMA. This application seeks the necessary consents for the development and use of the Site under the RMA and NESCS.

3.2 Mana Whenua Consultation

The Project is guided by cultural narratives developed in collaboration with design partners, Haumi and Ngāti Whātua Ōrākei. Consultation in relation to the wider project including design outcomes is primarily being undertaken through the Eke Panuku Mana Whenua Forum. A first session was held on the 12th June 2023 with a second session held on the 27th May 2024 and we understand that engagement will continue in subsequent forums.

As the proposal require several resource consents that could be of interest to mana whenua, details of the proposed development were provided to relevant iwi authorities in an email and dated 8 July 2024. A copy of the correspondence is attached as **Appendix 2.** Out of the 16 iwi groups consulted, representatives of Ngāti Te Ata Waiohua had responded and requested an on-site hui. Consultation with mana whenua will be an ongoing process.

3.3 Pre-Application Meeting

The applicant has actively engaged with staff from the resource consent department of Auckland Council and from Auckland Transport on the overall Downtown Carpark re-development from the inception of the Project. At the meetings, a number of matters were discussed with respect to urban design, landscape, planning, traffic engineering, development engineering, geotechnical hazards affecting the Site. It is not proposed to address each point individually, rather the matters raised have been addressed in this report and supporting documentation.

3.4 Urban Design Panel/TAG

A series of four presentations were undertaken to the Auckland Urban Design Panel and Eke Panuku's Technical Advisory Group (TAG). Formal reviews were held on 14 April 2023 (TAG 01), 19

May 2023 (TAG 02), 28 July 2023 (TAG 03) and 10 May 2024 (TAG 04). In addition, TAG participated in informal design workshops with the applicant team on 26 January and 15 March 2024.

The most recent design (as lodged in this application) was presented at TAG 04 presentation, and the Panel supported that design with five of the six members of the Panel agreeing that the bulk and location of the proposed towers were compatible with the wider cityscape and that the design demonstrated a high level of design quality and resolution. The main point of contention is whether the height of Tower 1 (T1) is acceptable in respect of the Harbour Edge Height Control Plan Standard (H8.6.5). A copy of the TAG minutes is enclosed as **Appendix 3** which include design comments and recommendations.

The design team has responded to TAG's earlier recommendations which is now reflected in the drawings package accompanying this application (and as presented at TAG 04) enclosed as **Appendix 4** and as addressed in the Urban Design Assessment by McIndoe Urban Design enclosed as **Appendix 5** and the Landscape and Visual Effects Assessment by Isthmus Group enclosed as **Appendix 6.**

4.0 Site Context

4.1 Site Description

The land that is the subject of the Application comprises multiple contiguous fee simple allotments owned by Precinct Properties NZ and adjoining sections of legal road which collectively make up the project area for this application.

The physical addresses and legal descriptions for each individual site included in this Project are listed in Table 1 and the project area as outlined in yellow on Figure 1. The combined site area of all properties included in this application is a total of approximately 14,876m^2.

Property Address	Legal Description	Site Area (m2)
2 Lower Hobson Street Auckland Central Auckland (Downtown Car Park Building)	Lot 9 DP 60151	6,442
188 Quay Street Auckland Central Auckland 1010 (HSBC Tower)	Lot 5 DP 63972, Lot 1 DP 78340	4,730
29 Customs Street West Auckland Central Auckland 1010 (AON Tower)	Lot 7 DP 77037	3,704
204 Quay Street Auckland Central 1010	Lot 1 DP 183125	N/A – Works to façade of the building only.
Road – Lower Hobson Street, Sturdee Street and Fanshawe Street	N/A	N/A – Works to remove pedestrian

		foot bridge and car park ramp.
Total = 14,876m^2		

Table 1. Addresses and legal descriptions of the site.

The Site[1] is generally rectangular in shape and contains the Downtown Car Park building in the west of the Site, HSBC Tower to the east and the AON tower to the northeast which are located on the same podium. While the HSBC and AON Towers from part of the subject Site, no works are proposed to these buildings except for the podia to facilitate the new laneway network.

Figure 1 Locality plan. Source. Geomaps.

[1] Being the three properties comprised of 2 Lower Hobson Street, 29 Customs Street West and 188 Quay Street.

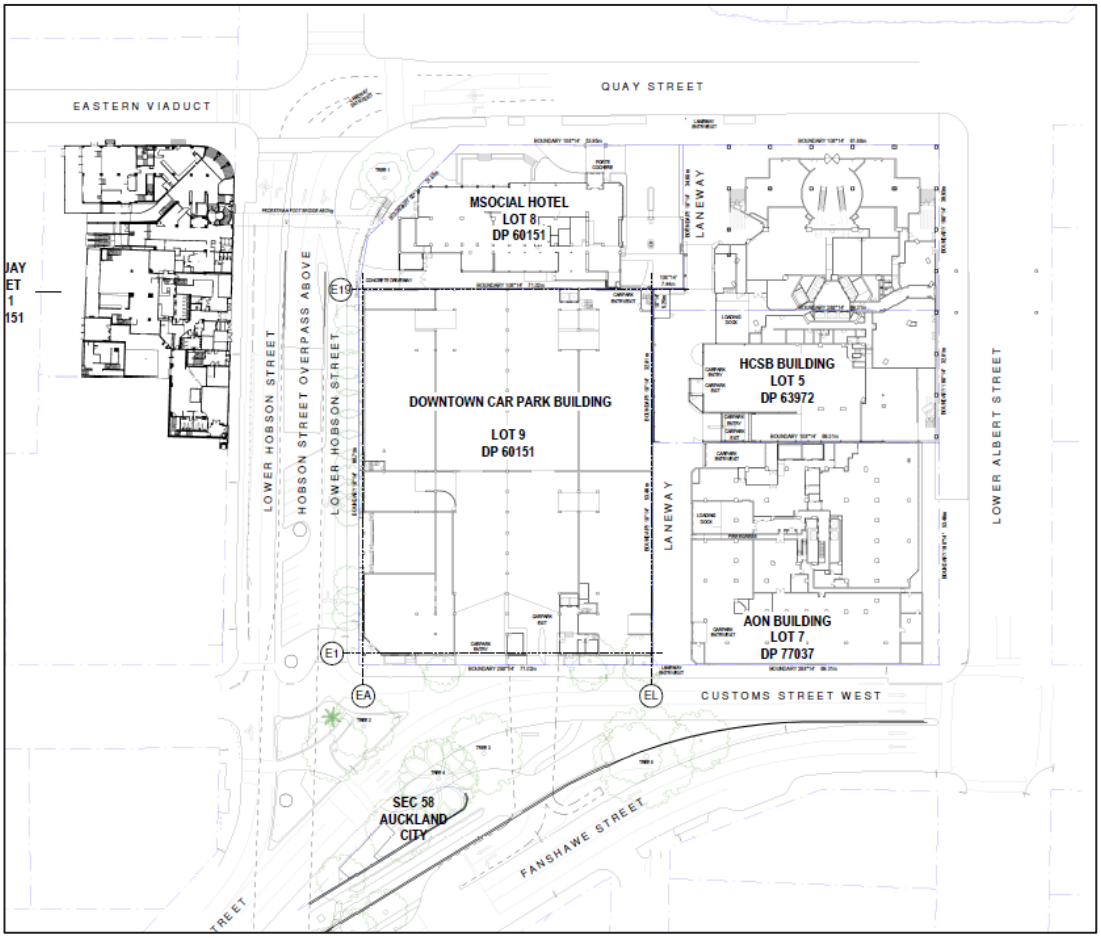

Figure 2: Illustrative plan of adjacent land uses in relation to the Site. Source: Warren and Mahoney (WAM)

The Downtown Car Park building is a seven-storey car parking building with approximately 2,000 car parks used for public and private parking. For the most part, the Site is fully occupied with the car park however a small portion of the building is currently occupied by restaurant activities (Pointers Bar, and Monsoon Poon) on the ground floor. There are a number of external vehicular and pedestrian accesses via staircase, ramps, and foot bridges that connect to the surrounding streets or buildings. For vehicles, there is a dedicated ramp that leads to Fanshawe Street. For pedestrian access there is:

- a staircase that leads to Lower Hobson Street from the second level of the building.
- a bridge that connects to Fanshawe Street also from the second level; and
- a pedestrian bridge over Lower Hobson Street that connects to the former Auckland Harbour Board Workshops at 204 Quay Street from the second level.

There is also a driveway that connects to Quay Street through the M Social Hotel at 196 Quay Street). Figure 3 below demonstrates the extent of the heritage building in relation to the Site. It is noted that only the building at 204 Quay Street is protected from a heritage perspective, and not the foot bridge or the Downtown Car Park building.

Figure 3: Streetview looking north at Lower Hobson Street. The former Auckland Harbour Board Workshops demarcated in red, and the footbridge leading to the Downtown Car Park demarcated in green.

The HSBC and AON Towers both contain a mix of land use activities which include general retail, a childcare facility (Kindercare), a supermarket, and food and beverage on the ground floor, with offices on the upper levels of the towers.

A 225mmØ public wastewater pipe with manhole access and multiple stormwater pipes (ranging from 300-1050mmØ) with manhole access are located in front of the Site along Lower Hobson Street and Customs Street West. Water supply pipes are also located on both Lower Hobson Street and Customs Street West.

Figure 4. AON Tower podium

4.2 Key AUP(OP) and Related Features

The Site is zoned Business - City Centre Zone under the AUP (OP) and is subject to Downtown West, sub-precinct B and Designations - 1550, Car Park - Custom Street West, Designations, Auckland Transport. 204 Quay Street (Former Auckland Harbour Board Workshops) is subject to the Viaduct Harbour, sub-precinct A.

The Site is subject to the City Centre Port Noise Overlay [rcp/dp] - 58db, and City Centre Port Noise Overlay [rcp/dp] - 60db, and 204 Quay Street is subject to the Historic Heritage and Special Character Overlay : Historic Heritage Overlay Extent of Place [rcp/dp] - 1969, Auckland Harbour Board Workshops (former).

An archaeological assessment of the Project area has been commissioned and this confirms that R11/3354 (Auckland Graving Dock) is a recorded archaeological site. However, the Auckland Graving Dock was demolished in 1915 and removed. The actual extent of what was removed and what was left in situ has not been able to be determined. The adverse effects on archaeological values of the Proposal are discussed in Section 8.9.4. below.

The Site is subject to a series of natural hazards in the form of flood plains, overland flow paths and coastal inundation. The area to be developed in this application is largely outside of the flood hazards, however, is located within the Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise as shown in Figure 5.

Figure 5. AUP OP Features. Geomaps.

4.3 Receiving Environment

The area surrounding the Site is characterised by a mix of uses containing commercial offices, food and beverage, retail, recreation, residential and visitor accommodation activities.

Immediately north of the Site is the M Social Hotel at 196-200 Quay Street, which is a 13-storey building (approximately 39m in height). The Site and the hotel are separated by a service lane that runs along the southern side of the hotel building. There is an additional vehicle access to the hotel along Quay Street that connects to the Downtown Car Park through the hotel.

Immediately west of the Site is the former Auckland Harbour Board Workshops at 204 Quay Street, which is subject to a Historic Heritage Overlay Extent of Place scheduling in the AUP(OP) (reference 1969) and a Historic Place Category 2 classification in the Heritage New Zealand List / Rārangi Kōrero. As noted in Section 4.1 above, a foot bridge over Lower Hobson Street connects this site to the Downtown Car Park Building. The foot bridge to the Downtown Car Park building is not identified from a heritage perspective.

To the west, south-west, south and south-east are buildings that include The Sebel hotel at 89 Customs Street West, Tepid Baths Leisure Centre at 86-102 Customs Street West, the Foster & Co. Building at 30-36 Fanshawe Street which provides marine retail offering, and office tower buildings at 22 Fanshawe Street (GroupM) and 1 Albert Street (former West Plaza) respectively. These buildings / sites are separated from the Site by Hobson Street and Fanshawe Street.

Beyond the immediate environment of Customs Street and Lower Hobson Street, the Site is well connected to key transport routes including Victoria Street West, Nelson Street, Fanshawe Street and the motorway network. As a city centre site, the location means that the Site has excellent connections to a number of amenities including food and beverage, convenience stores, retail shops and open space amenities such as Commercial Bay and the Viaduct Harbour.

The current receiving environment includes the Lower Hobson Street flyover/ ramp which results in a significant visual barrier for the Site and its surrounds. As part of the pre-application meeting discussions, Auckland Transport confirmed that it is seeking to remove this flyover in the future, however the timeframe for when this might occur has not been confirmed. As such, the following assessments of effects are assessed on the basis that the flyover is retained. For clarity, we do not anticipate other major changes to the receiving environment that should be considered as part of this application.

From a traffic modelling perspective, the receiving environment/ existing environment for the purposes of our planning assessment only includes committed and funded roading projects in the City Centre, as included in the 2031 SATURN model prepared by the Auckland Forecasting Centre (AFC). This currently includes the Wellesley Street bus improvements as well as the City Rail Link which accounts for future bus routes that will apply to the City Centre once the City Rail Link is completed. No unfunded or uncertain projects, such as the removal of the Lower Hobson Street flyover are included in the model. We consider that this is a conservative assessment because, if the flyover is removed, then that will further reduce the traffic effects predicted by the model.

5.0 Proposal

The proposal involves redevelopment of the Site to provide for a mixed-use precinct providing for commercial, residential, retail, food and beverage and civic uses. The redevelopment involves three podium buildings, two towers and six levels of shared basement, including new public spaces and a new laneway network to provide connectivity within the city centre. In addition, the proposed development involves modifications to the podia of existing adjacent buildings (HSBC and AON) to facilitate the new laneway network.

As part of the enabling works, the demolition of the existing Downtown Car Park building (together with the Lower Hobson Street pedestrian bridge and Customs Street West vehicle ramp located within part of the road reserve) and land disturbance for the basement excavation (approximately 120,00m^3 over 6,442m^2) is included in this application.

The elements of the Proposal are outlined in the sections below and shown and described in more detail in the drawings and reports attached to the application.

5.1 Architecture and Landscape

The Proposal has been comprehensively designed by Warren and Mahoney (WAM) in conjunction with Snøhetta and has been guided by cultural narratives developed in collaboration with design partners, Haumi and Ngāti Whātua Ōrākei. Throughout the design process, careful consideration has been given to the context of the Site and locality, the provisions of the Business – City Centre zone and Downtown West Precinct in the AUP(OP) and has incorporated its special features, notably the Site relationship with the core central business district with the waterfront.

Full details of the proposed buildings are enclosed within the Architectural Plan Package enclosed as **Appendix 4** and the design statement which is provided in **Appendix 4D.**

A key summary of the main building elements and the landscape features of the proposal are as follows:

5.1.1 Main Building Elements

The development proposes two tower buildings (Tower 1 ("**T1**") and Tower 2 ("**T2**")) built over three podium buildings with 6 levels of basement and a new public space, Te Urunga Hau (The Urban Room). A breakdown of each component is provided below:

Tower 1 and Podium 1

T1 will be 56 floors including the podium ("**P1**") at a height of approximately 227m. This will consist of 2 levels of retail from the ground floor, 5 floors of offices in P1, 39 floors of office space in T1, and a roof top office amenity on floor 51. All remaining levels that do not have assigned uses will be plant rooms.

Tower 2 and Podium 2

T2 will be 45 floors including the podium ("**P2**") at a height of approximately 162m. Alike to T1, T2 will consist of 2 levels of retail from the ground floor, 5 floors of offices in P2 however will contain 34 floors of residential apartments and a residential amenity level on floor 7. All remaining levels that do not have assigned use will be plant rooms.

Podium 3

Podium 3 is a standalone building located in the northern portion of the Site directly adjacent to the MSocial Hotel. This will contain 2 levels of which the ground floor will consist of retail units, and food and beverage use (food marketplace) on the upper level.

Basement

Six levels of basement are proposed which will contain private car parking, bicycle parks, storage areas for the residential units for the first 5 levels and a single additional localised basement level to accommodate water tanks and lift pits on level 6

Te Urunga Hau (The Urban Room)

A major new public space, Te Urunga Hau / the Urban Room, is proposed on the ground floor. Pedestrian laneways to and from Customs Street West and Lower Hobson Street will be provided and will connect to the existing pedestrian laneway network within HSBC and Aon buildings thereby providing a connection through to Lower Albert Street and Commercial Bay via the existing pedestrian overbridge. Te Urunga Hau / the Urban Room will be accessible to the public 24/7 with the exception of the existing through-site link within the HSBC building, which will only be open during business hours. This area will be comprehensively landscaped (further described in section 5.1.2 below) and the mix of proposed commercial tenancies will activate the area particularly during the day. The residential component of the development will help activate this area after hours and at night. This mix allows for 24/7 occupation and activation of the precinct. In particular, the residential lobbies at ground contribute to 24/7 supervision of the public realm including Te Urunga Hau / the Urban Room.

Comprehensive Development Signage

Comprehensive development signage is proposed as outlined in the Architectural Drawings (Appendix 4A). Signage will either involve backlit individual lettering, logos, or backlit box signs. The proposed signage affixed to the façades of each tower and podium and will involve tenant naming signage. The size and location of the proposed signage zones are detailed in the proposed elevations. The proposed signage will be designed to comply with AUP lighting standards.

Summary of Activities

Overall, the development will comprise of approximately 120,000m^2 in GFA, with 82,100m^2 GFA in office space, 32,800m^2 GFA in residential space, 2,200m^2 GFA in retail and food and beverage and 3,300m^2 GFA in civic space for the public.

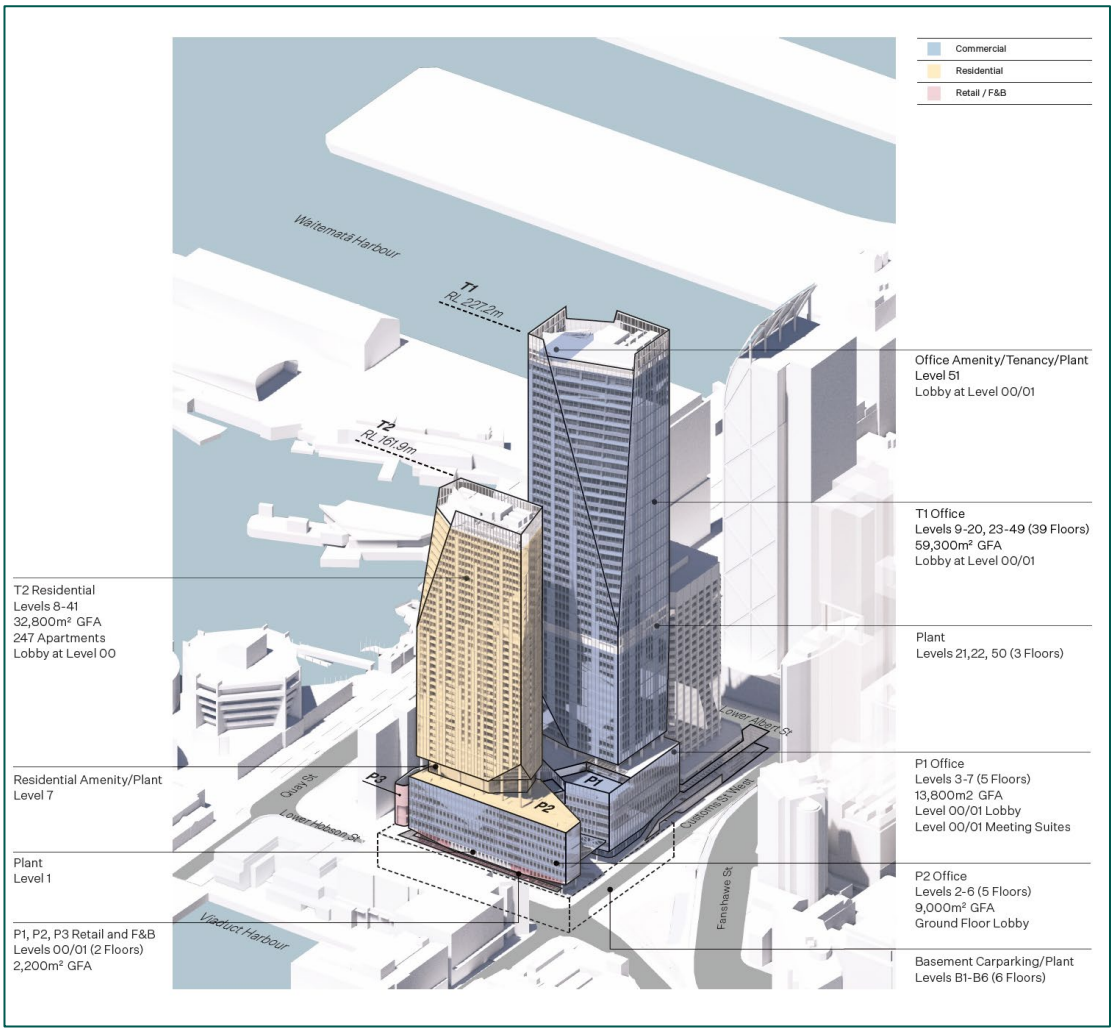

Figure 6. Scheme Composition. (WAM)

Figure 7. Perspective of Skyline. WAM

5.1.2 Landscape Design and Outdoor Features

The landscaping plan includes details of proposed hard surface treatment, outdoor structures and planting throughout the Site with specific focus on Te Urunga Hau / the Urban Room. The intent of the landscape concept for the Proposal focuses on ensuring that the development will provide a functional public space with a pleasant experience when travelling through the Site.

The proposed landscaping is comprehensively described in the Architecture and Landscape Report by Warren and Mahoney (WAM) **(Appendix 4D),** the Urban Design Statement by McIndoe Urban Design (**Appendix 5**) and the Landscape and Visual Effects Assessment by Isthmus Group (**Appendix 6**). Key points are summarised as below:

- Landscaping at ground level and within Te Urunga Hau / the Urban Room seeks to contribute to the amenity of the area providing for occupation space within the public realm. A mixture of garden beds, planters and native specimen trees are provided throughout this space. A green wall is provided alongside the eastern façade of P2 while an eroded wall feature is provided alongside the southern façade of the existing HSBC carpark.
- In addition to landscaping, Te Urunga Hau / the Urban Room will feature informal seating, a stage and gathering point, seating terraces and steps, play nooks and cycle hoops.
- A variety of pavement treatment is proposed to differentiate the type of spaces provided within the Te Urunga Hau / the Urban Room. These include stone paving (granite setts or granite pavers) and stone steps and bleachers.

Figure 8. Proposed indicative Landscape Plan. WAM

Figure 9. Te Urunga Hau / the Urban Room. (WAM)

5.2 Access, Parking and Loading

The access, parking and loading arrangements are detailed in Architectural-Drawings(**Appendix 4A**) and traffic assessment (**Appendix 7**). A summary is provided by Flow as follows:

- *Vehicle access will be provided as follows.*
  - *Vehicle access will be provided through the existing service lane, which in turn has vehicle access onto Quay Street and Customs Street West. The service lane accessway will be upgraded to accommodate two-way vehicle movement*
  - *The Quay Street vehicle crossing from the service lane will remain unchanged from the existing situation. This crossing is subject to a Vehicle Access Restriction – General Control under the Unitary Plan*
  - *The design of the Customs Street West vehicle crossing will be modified, with the crossing being in a similar location to the existing one. The width of the crossing will be 6.0 m at the property boundary*
  - *Both Quay Street and Customs Street West are classified as arterial roads in the Unitary Plan*
  - *Car and van access can occur via both the Quay Street and Customs Street West crossings. As a result of vertical clearance limitation resulting from the Development's podium design over part of the service lane, all truck access to the Development is required to be through the Quay Street crossing*

- *The existing vehicle crossings serving the Downtown Carpark onto Customs Street West and Fanshawe Street will no longer be required and will be removed.*

- *540 parking spaces, accessed from the service lane, will be provided across 5 levels of basement parking as follows*
  - *This will be allocated as follows*
    - *121 spaces will be allocated to the adjacent M Social site and are off-site parking spaces*
    - *247 spaces for residents*
    - *150 spaces for offices*
    - *1 carwash space for residential use*
    - *10 facility management spaces*
    - *11 drop-off spaces*
  - *23 tandem parking spaces will be provided, which will be allocated to the same residential unit*
  - *24 accessible parking spaces will be provided*
  - *All parking spaces will be provided over several basement levels. The main parking basement will be accessed via an entrance from the service lane. Some of the facility management parking spaces will be accessed from the loading entrance from the service lane.*

- *5 loading spaces, designed to accommodate 8.3 m trucks, are provided in a separate loading area. Access to this area is via the service lane and a servicing access, which is separated from the primary basement entrance servicing the car parking provision*

- *The Development provides 1,165secure bicycle parking spaces and 64 visitor bicycle parking stands. These will be supported by 53 showers and 624 lockers to provide end-of-trip facilities*

- *A network of pedestrian connections within the Site connecting Lower Hobson Street and Customs Street West.*

5.3 Demolition and Construction Activities

Considering the large scale of this Project, the demolition of the existing car park building and construction of the new buildings and associated enabling works will be coordinated and constructed in a progressive manner with an indicative total timeframe of approximately 7 years.

While a detailed programme has not been finalised, RCP has prepared a draft Site Clearance and Demolition Management Plan ("SCDMP") (Appendix 8) and a draft Construction Management Plan ("CMP") (Appendix 9) which outlines indicative methodologies and timeframes for the construction of the Proposal. Once a contractor is appointed, that the construction methodology will be further defined and developed. This will be undertaken within the scope of the resource

consent conditions which will be in place to manage the environmental effects of construction activities.

The management plans will be further finalised and informed by conditions of consent to ensure that all mitigation measures are implemented as required.

5.3.1 Indicative Programme Summary

Item	Start	Finish	Duration (approx.)
Demolition Works	February 2026	November 2026	10-12 months
Enabling works	November 2026	January 2027	6 months
Excavation	May 2027	January 2028	9 months
Basement	December 2027	February 2029	14 months
Main Construction	February 2028	December 2032	40 months

Table 2. Indicative Demolition and Construction Timeframes. RCP

5.3.2 Construction Hours (including Demolition)

It is anticipated that construction hours will generally be between 7am – 6pm, Monday to Friday (excl. public holidays) and 8am – 5pm, Saturdays and public holidays.

Construction hours (hereafter including demolition, unless otherwise stated) may be extended to Monday to Friday 6.30am – 10.30pm (excl. public holidays) and Saturdays 7am – 11pm and public holidays to enable high noise works to occur outside of normal office hours.

5.3.3 Demolition Methodology

As part of enabling works for the redevelopment of the Site, the demolition of the Downtown Car Park building, the vehicle ramp connecting to Fanshawe Street and the pedestrian bridge over Lower Hobson Street is proposed over five stages. The demolition of the Downtown Car Park building and associated structure will occur over five stages and is expected to take approximately 10 - 12 months to complete.

A summary of the five stages is provided as follows:

- **Stage 1** – Removal of the Lower Hobson Street pedestrian over bridge (~48 hours)
- **Stage 2** – Demolition of the northwest section of the Downtown Car Park building, and the stair and colonnade associated with the pedestrian overbridge over Lower Hobson Street with a crane located on Lower Hobson Street (~3 months)
- **Stage 3** – Demolition of the remainder of the western extent of the Downtown Car Park building, with a crane located within the Site (~3 months)
- **Stage 4** – Demolition of the east section of the Downtown Car Park building (~6 months)
- **Stage 5** – Removal of Downtown Car Park vehicle ramp over Customs Street West onto Fanshawe Street (~1 week).

All demolished elements are to be removed to ground level employing a top-down/cut and crane methodology to the car park building to Level 2 followed by high reach excavator down to the bottom slab on grade. Water sprays will be done prior to and during demolition activity and all concrete shall be wet cut.

Post the demolition of the building, a series of "make good" works are proposed at the former Auckland Harbour Board Workshops and along Fanshawe Street, including retaining wall, landscaping and pavements which will be developed in consultation with Auckland Transport. This is discussed further below in section 5.5.

A full breakdown of the demolition schematic by Warren and Mahoney (WAM) is enclosed as **Appendix 4C.** Further, a draft SCDMP is enclosed as **Appendix 8.**

5.3.4 Construction Methodology

As noted in Table 2 above, the main construction will consist of the four following activities/stages once the demolition is undertaken.

5.3.4.1 Enabling Works and Excavation / Bulk Earthworks Methodology (~15 months; Enabling and Excavation is 6 months and 9 Months respectively)

Following demotion, an enabling works phase will involve removal of ground floor slabs and foundations to enable excavation and construction. The ground floor slabs and foundations will be removed in a progressive matter as piling works move across the site.

The key components of the excavation comprise the following:

- Sheet pile walls and diaphragm walls have been considered to retain the proposed basement excavation. A partially drained Site is expected to be used for construction with an impermeable perimeter wall installed prior to earthworks to provide groundwater cut-off to the excavation. The final basement excavation will be sealed, which will minimise groundwater inflows both during construction and in the long term.
- A low point in the excavation would be maintained approximately 1 m below the working level of the excavation to form a collection point for groundwater flows and rainfall runoff entering the excavation. Water collected will be pumped up to the surface and treated. Other ponding areas within the excavation that cannot be diverted under gravity to this collection point may be dewatered using smaller pumps into the main collection point for pumping up to the surface.
- All excavated material will be carted offsite and disposed of at an appropriate waste disposal facility which can accept the level of contamination present.
- No seasonal restrictions are proposed for the earthworks to enable the basement excavations to be completed without the need to temporarily shut down over the winter period whilst the excavation is part-way completed. Given the close proximity to the adjacent roads and buildings and the self-containment of the excavation, the most practical option is to continue the earthworks operations with no seasonal restrictions to allow the basement excavation to be completed and sealed off as soon as practical.

5.3.4.2 Basement Construction Methodology (~14 months)

The key components of the basement construction comprise the following:

- At the northern end of the Site, construction will be top-down with installation of the perimeter wall and internal plunge piles.
- Temporary diagonal props to the internal plunge piles will be installed prior excavation to B01 level and construction of the floor slab.
- Similarly, temporary diagonal prop below the B04 basement level extending to the base of the excavation will be installed prior to construction of the basement floor slab and B04 basement floor.
- Corner props, as an alternative to diagonal props, may be utilised. Access for excavation will be from the south.
- At the western end of the Site, the basement excavation will be retained by a Diaphragm wall with four-rows of ground anchors founded within the Auckland's East Coast Bay Formation ("ECBF") rock and/or internal props.
- The southern and south-eastern perimeter, a sheet pile wall is proposed with three-rows of ground anchors founded within the ECBF rock.
- Once excavation proceeds to ECBF rock, a 1 m wide shelf would be formed below the wall and an open-cut excavation would be undertaken vertically within the ECBF. Temporary support with rock bolts with mesh facing and/or shotcrete may be required to stabilise the rock cut as excavation proceeds. Horizontal drains may also be required in the rock to temporarily relieve groundwater pressures near the cut face. Alternatively, a diaphragm wall with three-rows of ground anchors and/or internal props may be considered.

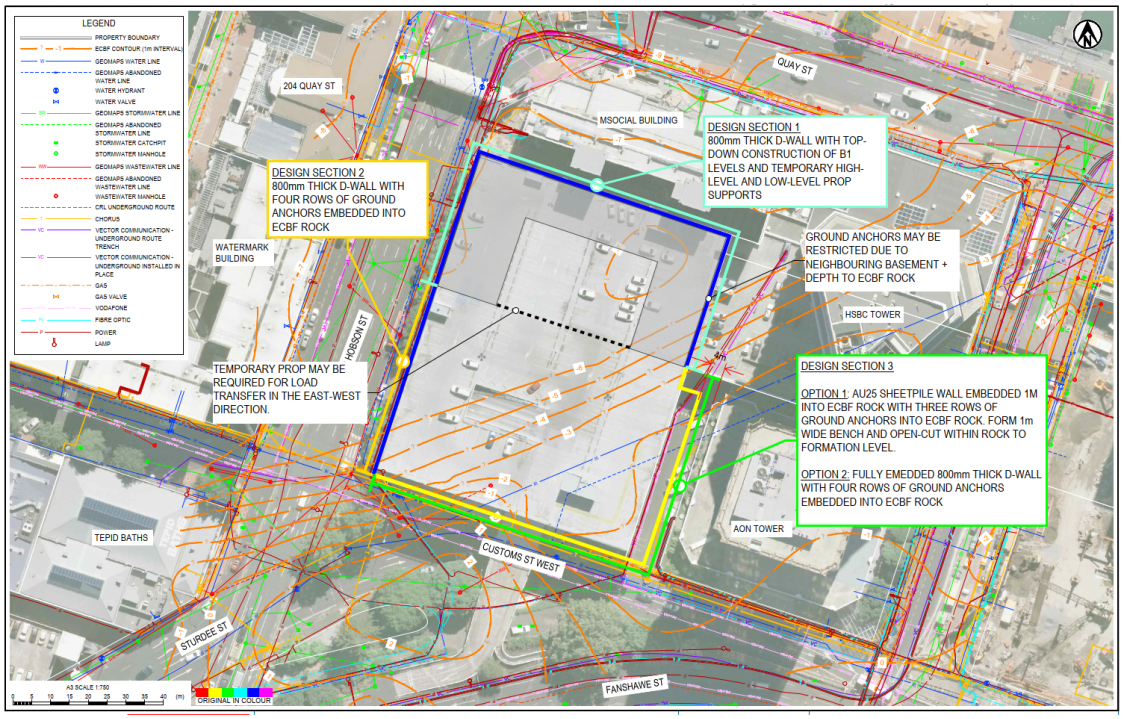

Figure 10. Excavation plan. Tonkin + Taylor.

5.3.4.3 Foundations

Once excavation works are completed, foundation works will commence. Foundations are to comprise the following:

- Shallow strip, pad or raft foundations bearing directly upon ECBF rock. Where required, ground anchors and/or tension piles may be required to resist high uplift loads.
- Piled foundations – comprising sheet piles or bored cast insitu concrete piles.
- The existing belled reinforced concrete pile foundations will also need to be removed as the excavation proceeds.
- The existing piles may need to be cut down where they conflict with construction of the foundations for the proposed development and to reduce the potential for hard points beneath the B5 floor level.
- The excavated material will be promptly carted away from Site. However, provisions have been made for a surge pile where trucks will be loaded. The surge pile will be isolated with a perimeter bund where surface runoff from this area will be directed under gravity to the basement excavation.
- Existing stormwater catchpits adjacent to the Site with the potential to receive runoff from the Site will be protected and maintained to GD05 Standards.

5.3.4.4 Main Works (~40 months)

The above ground works will comprise the implementation of a core raft foundations to support the two tower cranes to be used for the above ground construction. In summary, these will involve:

- Once the foundations are complete, the tower cranes and jump forms for each tower will be installed. A 'Jump Form' is a prefabricated, 'self-climbing' formwork system for concrete structures that lets the construction of the lift core progress in advance of the concrete floor slab construction.
- Forming, reinforcement tying, and concrete pouring of the cores will progress in a controlled cycle which will improve in efficiency as through repetition as the structure construction progresses.
- Once above the complex podium levels, both T1 and T2 transition into 'typical' arrangements. The structural construction will rapidly build to peak productivity. Maintaining the structure and follow-on passive fire, façade and fit out works in a logical sequence is essential for high rise construction.

5.3.5 Site Works

It is proposed to the remove the existing buildings and foundations on Site and undertake excavations to provide for the basement levels. These works are detailed further in the Civil Infrastructure Reports and Associated Plans Package, & Erosion Sediment Control Report prepared by Tokin + Taylor ("**T+T**") enclosed as **Appendix 10** and **Appendix 11** respectively.

5.3.5.1 Earthworks

T + T have prepared earthworks cut-fill and sediment and erosion control plans (see drawings C220-C242 of **Appendix 11**). In summary, the earthworks proposed involve:

- Approximately 120,00m^3 of volume (to an RL of -16.3m) over an area of 6,442m^2;
- Localised excavation for water tanks and/ or lift pits to depths of level of RL 21m; and

- Erosion and sediment controls including silt fencing/hoarding, perimeter bund, wheel wash areas, treatment devices for dewatering and dosing tanks.

The earthworks are anticipated to be undertaken in approximately 15 months of the total construction works. Any cut to waste material will be removed from the Site to a licensed landfill. All sediment control devices will remain in place until the contribution catchment is fully stabilised. A geotechnical engineer will ensure stability of the works and safety of the surrounding land, buildings, and structures.

It is proposed that a detailed CMP will be prepared once a contractor is appointed and submitted to the Council for approval prior to commencement of works which will address the timing and number of vehicle movements and any mitigation requirements. The works will be carried out in accordance with Auckland Council's Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region GD2016/005 (GD05).

A Geotechnical Investigation has been undertaken by T+T enclosed as **Appendix 12** which determined that the modelled groundwater level is approximately RL 1.4 m at design static groundwater level and RL 2.5m at elevated groundwater level.

Due to previous Hazardous Activities and Industries List ("**HAIL**") activities that have occurred/are occurring at the Site, a Site Investigation (PSI) has been undertaken by T+T to assess ground contamination conditions (**Appendix 13**). Management procedures are set out in the Contamination Site Management Plan (CSMP) (**Appendix 14**).

5.3.5.2 Tree Works

There are number of trees that are located on the Site and in the road reserve along Lower Hobson Street, Sturdee Street, and Customs Street West that are affected by the demolition and construction works. Removal of the vegetation within the Site is permitted under the AUP(OP) but removal of street trees requires resource consent. The following tree groups in the street have been identified:

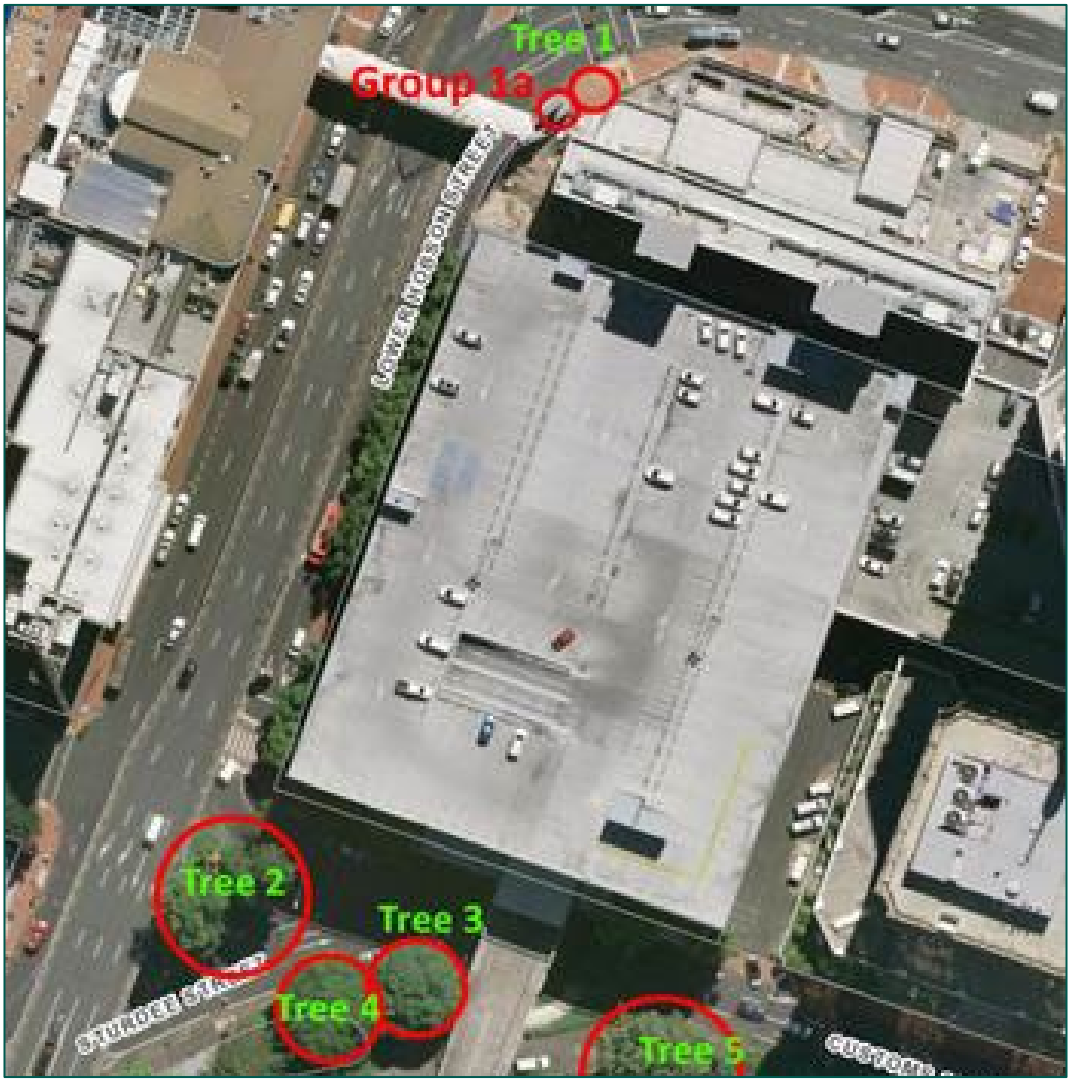

Figure 11. Tree Location Plan. Source Peers Brown Miller.

Vegetation Group	Description of works
Tree 1	Tree 1 is identified as a recently relocated Pohutukawa (Metrosideros excelsa) growing immediately to the north of the Lower Hobson Street pedestrian overbridge. This tree can be retained, and it will not be affected based on the crane setup location detailed in Stage 1 of the Demolition Enabling Works of the Demolition Schematic. Tree Protection Fencing will be implemented during the demolition works.
Group 1a –	Group 1a is identified as an area of low vegetation coupled with two (2) Lancewood (Pseudopanax crassifolius). This vegetation is growing in a formal street garden. As part of the proposed works, this garden area is proposed for removal, to enable an alternative entrance to the adjoining M Social Building (196/200 Quay Street).

Vegetation Group	Description of works
Tree 2	Tree 2 is identified as a Chinese Poplar (Populus chinensis) tree growing on Sturdee Street to the southwest of the existing carpark building. A large limb has recently been removed by Auckland Council growing towards the building, which has provided adequate clearances for the scaffold installation works to be undertaken without impacting this tree.
Tree 3	Tree 3 is a mature Queensland Box (Lophostemon conferta) tree growing immediately west of the Fanshawe Street Vehicle exit ramp, on Sturdee Street. Based on the proposed demolition plan, this tree can be retained and will not be affected provided the existing bridge can be demolished and loaded onto trucks located to the west. Clearance pruning is anticipated, with a clearance of up to approximately 3.0m is possible when considering no more than 20 per cent of live growth may be removed in any one calendar year, as a permitted activity under Standard E17.6.1 of the Auckland Unitary Plan. Branch severance will be limited to limbs no larger than 100mm in diameter. Works are also proposed within the Tree Protection Zone (TPZ) of this tree as part of the removal of the existing ramp foundation.
Tree 4	Tree 4 is growing immediately west of Tree 3 and is identified as a Pin Oak (Quercus palustris). While not directly impacted by the demolition works, it is possible that some crown lifting of the tree's canopy would be required for over height machinery along with loading and unloading of demolition trucks. All pruning cuts are to be limited to branches no larger than 50mm in diameter, with canopy removal limited to no greater than 15%.
Tree 5	Tree 5 is a She Oak (Casuarina cunninghamiana) tree growing on Fanshawe Street to the east of the vehicle ramp. Works are possible to the west of the tree as part of the demolition of the pedestrian bridge exit, which is located to the southwest of the tree, near the Fanshawe street carriageway. No pruning or earthworks are anticipated beyond the removal of the ramp structure, as the existing footpath will remain, with the existing concrete piles uplifted and re-surfacing then undertaken.

It is noted that the vegetation alterations proposed are permitted under Rule E17.6.1 and tree owner asset approval from Auckland Council will be sought prior to the demolition works.

The Arboricultural Assessment by Peers Brown Miller is enclosed as **Appendix 15.**

5.4 Servicing

The proposed servicing strategy for the site is set out in the Civil Infrastructure Reports and Associated Plans Package prepared by T+T (**Appendix 10**). A summary is provided by T+T as follows:

5.4.1 Stormwater

It is proposed to split the stormwater flows from the site into two discharge locations as shown in [Figure 12] *and drawing 101643.1000-100 in* ***Appendix*** **10**]*. This design is subject to final confirmation of pipe capacities from Auckland Council and a topographical survey of existing manhole invert levels and pipe gradients.*

*The proposed design involves connecting into the existing 900 mm diameter stormwater line on the corner of Lower Hobson Street and Quay Street. A new 300 / 375 mm diameter stormwater line will run down the at grade section of Lower Hobson Street adjacent to the site, connecting to an existing manhole before discharging into the existing 900 mm diameter stormwater line, refer to [*Figure 12*] below. This design avoids having to replace the existing 300 mm stormwater connection that has been identified as having insufficient capacity to take the existing flows.*

This design is subject to Auckland Council final confirmation that the existing 900 mm diameter pipe has sufficient capacity, and a topographical survey of existing manhole invert levels and pipe gradients. If the 900 mm diameter pipe does not have sufficient capacity it may need to be upgrade to a 1050 mm diameter pipe, over a length of approximately 20m length. Note that this proposed alignment has also been chosen as it will not be affected by any future demolition works associated with the Lower Hobson Street ramp.

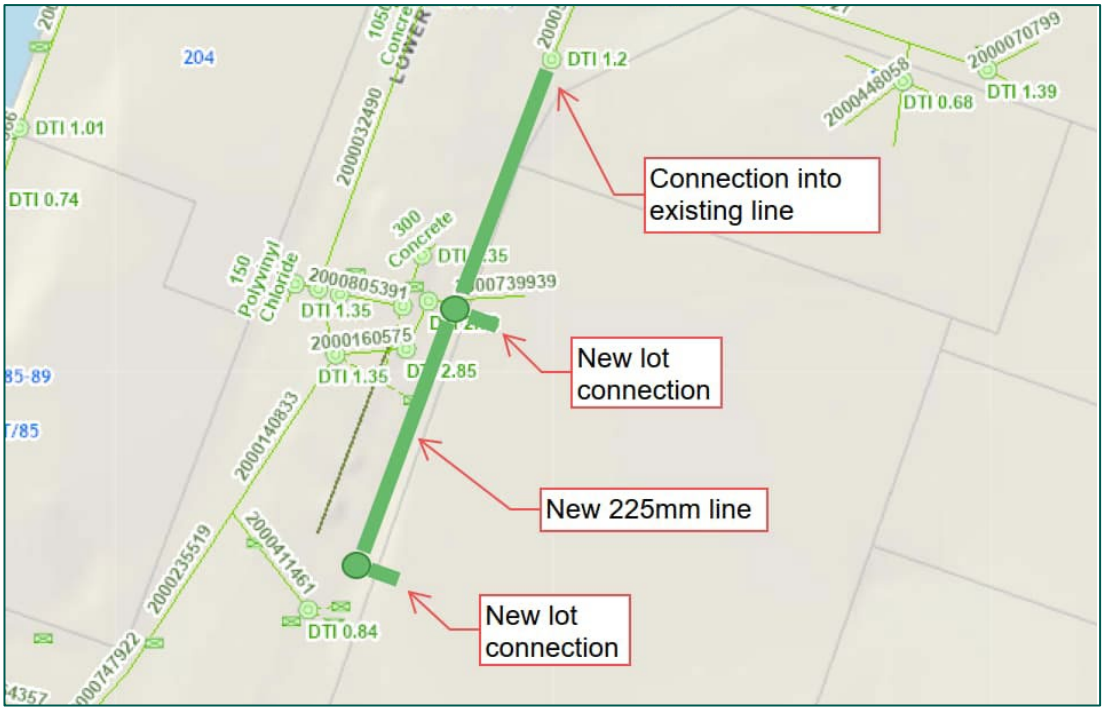

Figure 12. Proposed stormwater connections

5.4.2 Wastewater

Two new 150 mm diameter connections are proposed to service the development as shown in Figure [13] *below. Both of these new connections will connect into existing wastewater manholes. The existing connection is to be abandoned.*

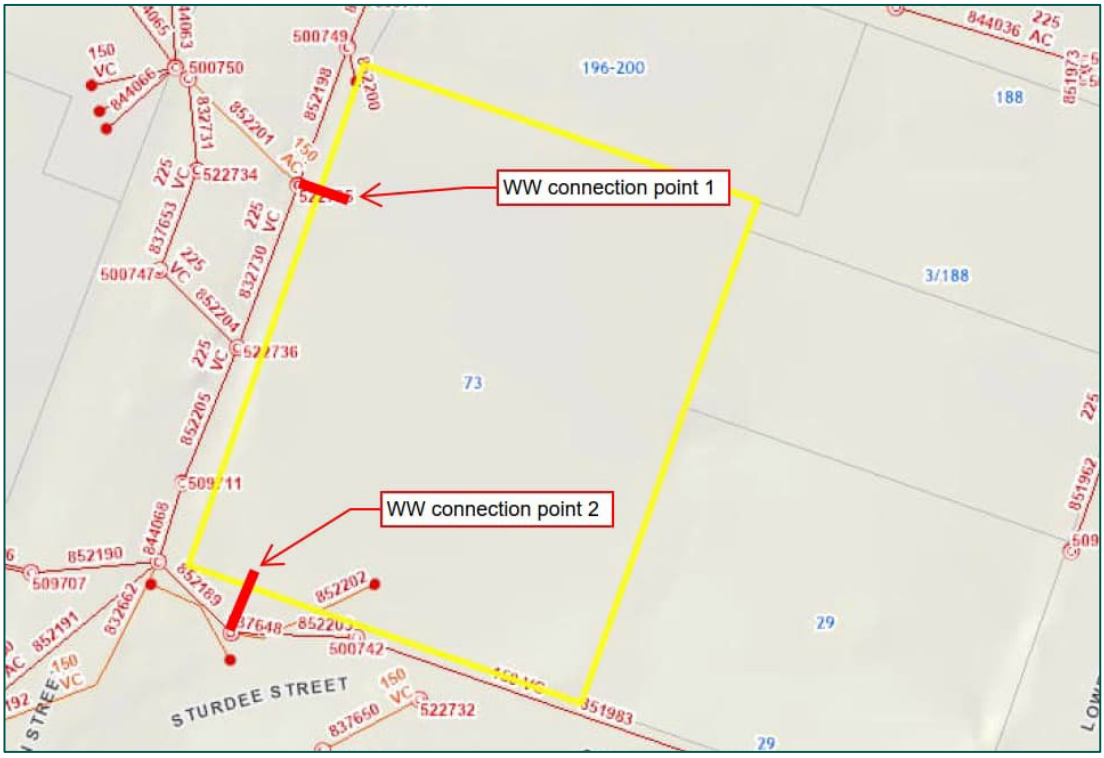

Figure 13. Proposed wastewater connections

5.4.3 Water

Two separate connections are proposed for the potable domestic connection, and the commercial and fire supply connections. Both connections will branch off the existing 175 mm diameter CI watermain located on the eastern side of Lower Albert Street. The location of the connection has been coordinated with Mott MacDonald. Refer to Figure 4.2. Both the domestic, and commercial and fire supply connections are likely to be DN150 mm diameter pipes.

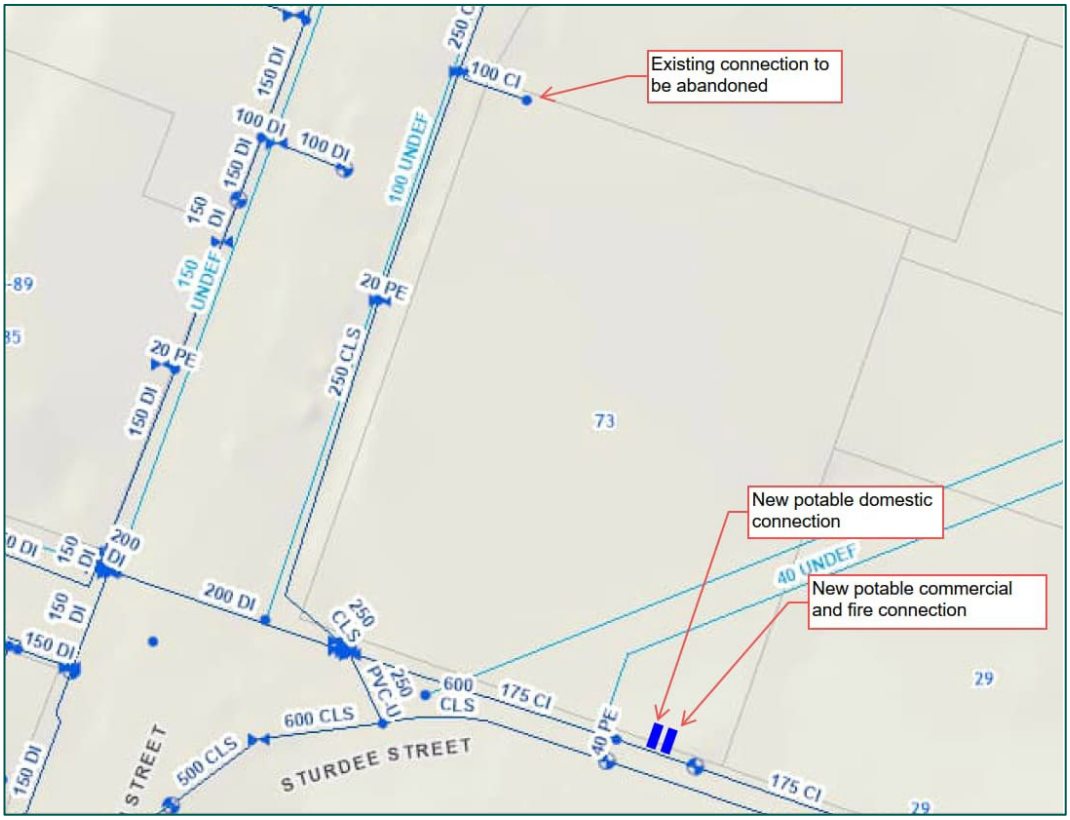

Figure 14. Proposed water supply connections

5.4.4 Utilities

Power and telecommunications will be connected from the existing supply services available in the general locality of the site. Agreements will be sought from Vector and Chorus to undertake the proposed development.

5.4.5 Refuse and Recycling

The development will be serviced by private collections to both the commercial and residential components. A refuse and recycling room has been accommodated in the basement levels and a Waste Management Plan is proposed to be a condition of consent. A preliminary assessment regarding the waste system and equipment requirements for the Proposal has been undertaken by WSP and is included as Appendix 24.

5.5 Remediation and Make Good Works

5.5.1 Auckland Harbour Board Workshops (former)

While the Proposal does not seek to demolish any elements of the former Auckland Harbour Board Workshops, the footbridge connecting to the Downtown Car Park building is proposed to be removed. As such the following modifications are proposed to be undertaken to the façade of the heritage building:

- Demolish the existing pedestrian footbridge and any fixings relating to this structure from the existing façade.
- Demolish existing glass doors including any egress controls.

- Demolish overlight infill above the existing concrete ledge and make good to sill profile and opening to accept new window.
- Infill opening to lower sill height, create new sill and opening to accept new window and finish to match existing wall (to be defined in future scope of work).
- Reinstate decorative plasterwork frieze and concrete window head to match existing along façade.
- Install new steel window and overlight to match existing façade.

The proposed remediation works to the former Auckland Harbour Board Workshops are included within the Existing & Demolition Drawings by WAM enclosed as Appendix 4C

5.5.2 Fanshawe Street Remedial Works

As discussed in Section 4.1 above, there are connecting structures and bridges that are for the purpose of access to and from the Downtown Car Park at Fanshawe Street, which are proposed to be removed as a part of this application. As such the following modifications to Fanshawe Street are proposed to be undertaken as part of the "make good works":

- Demolish the existing vehicle overbridge including enclosure/screening elements and any support structure to existing ground level – (confirmed by a future structural report).
- Demolish existing masonry block work and metal balustrading down to top of existing retaining wall.
- Remediate top surface of existing retaining wall to accept new balustrade/pier elements.
- Install new in situ main and secondary pier elements and finish to match existing (structure and detail to be defined in future scope of work).
- Install new balustrade infill panels and capping elements to match existing (structure and detail to be defined in future scope of work).
- Make good locally to existing footpath and planting where overbridge/roadway removed.

These proposed works and the detailed streetscape design for Fanshawe Street will be agreed with Auckland Transport.

5.6 Mitigation Measures

The following management plans will be in place at the time of the works, and are proposed as mitigation measures:

- Site Clearance and Demolition Management Plan (SCDMP) - this will be prepared and provided as a condition of consent to Council for certification to ensure that the appropriate management procedures and construction methods are identified in order to avoid adverse effects on the environment during demolition. A draft SCDMP is included as Appendix 8.
- Construction Management Plan (CMP) – this will be prepared and provided as a condition of consent to Council for certification to ensure that the appropriate management procedures and construction methods are identified in order to avoid adverse effects on the environment from earthworks and construction works. A draft CMP is included as Appendix 9

- Construction Traffic Management Plan (CTMP) – this will be prepared and provided as a condition of consent to Council for certification. This will include measures to avoid and mitigate effects on the local road network around the Site, including truck routes, access points and traffic management measures. A draft CTMP is included as **Appendix 7.**
- Construction Noise and Vibration Management Plan (CNVMP) – this will be prepared and provided as a condition of consent to Council for certification. This will include measures to avoid and mitigate effects on surrounding receivers such as communication procedures, machinery selection, hours of work, works programme and so on. A draft CNVMP is included as **Appendix 16.**
- Demolition Construction Noise and Vibration Management Plan (Demolition CNVMP) – this will be prepared and provided as a condition of consent to Council for certification. This will include measures to avoid and mitigate effects on surrounding receivers such as communication procedures, machinery selection, hours of work, works programme and so on. A draft Demolition CNVMP is included as **Appendix 16.**
- Erosion and Sediment Control Plan (ESCP) – a draft ESCP is provided in **Appendix 11**. This plan will outline staging of earthworks and the means of controlling the earthworks to protect the downstream receiving environment. This can be finalised prior to works commencing and other standard conditions of consent in accordance with best practice can be imposed; and
- Draft Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) – this is proposed to ensure that appropriate measures will be into account ground deformations on the surrounding land, buildings and underground services to mitigate any potential drawdown and settlements effects. A draft GSMCP is provided in **Appendix 12**.
- Contamination Site Management Plan (CSMP) – this is proposed to ensure that appropriate measures will be in place to manage and control disturbances of contaminants. The plans will include detailed measures that will be in place to protect the environment, surrounding people and workers during the works. See **Appendix 14** for further information.
- Servicing Management Plan (SMP) – this is to ensure that all servicing vehicles that access the Development comply with the necessary vertical clearance restrictions. This is proposed to be a condition of consent.
- Waste Management Plan – this is to manage waste and recycling associated with the development. This is proposed to be a condition of consent. As noted in section 5.4.5, a preliminary assessment regarding the waste system and equipment requirements for the Proposal has been undertaken by WSP and is included as **Appendix 24**. This will inform the preparation of the Waste Management Plan.

6.0 Reasons for Consent

A rules assessment against the provisions of the AUP (OP) is attached as **Appendix 23.** The proposal requires consent for the matters outlined below. However, for the avoidance of doubt, this application seeks all necessary resource consents for the activities described in this application, as may be identified by any Council reporting officer or any consent authority

6.1 Auckland Unitary Plan (Operative in Part)

D17 Historic Heritage Overlay

- The Proposal involves modifications to the existing Auckland Harbour Board Workshops (former) (Category B) at 204 Quay Street, including demolishing the existing pedestrian bridge over Lower Hobson Street and fixings related to the existing façade and is a **restricted discretionary activity** under rule D17.4.1(A9).

E7 Taking, using, damming and diversion of water and drilling

- The diversion of groundwater caused by any excavation that does not meet the permitted activity standards or not otherwise listed is a **restricted discretionary activity** under rule E7.4.1(A28).

E11 Land disturbance - Regional

- The proposal involves earthworks over an area of 6,442m² where part of the earthworks area is within Sediment Control Protection Area. Earthworks greater than 2,500m² within the Sediment Control Protection area is a **restricted discretionary activity** under rule E11.4.1(A9).

E12 Land disturbance – District

- The proposal requires earthworks of approximately 120,000m³ across an area of 6,442m² to facilitate the proposed development. Earthworks greater than 2,500m² and 2,500m³ are a **restricted discretionary activity** under rule E12.4.1(A6) and (A10).

E23 Signs

- The proposal involves comprehensive development signage in association with the proposed development and is a **restricted discretionary activity** under rule E23.4.2(A53).

E25 Noise and vibration

- The proposal involves construction activities that may exceed the maximum 75 dB LAeq and 90 dB LAFmax long-term construction noise limits (Monday to Friday 6.30am – 10.30pm) under E25.6.28.2 as follows:
    - With respect to demolition activities:
        - Up to 81dBA during concrete cutting at M Social;
        - Up to 82dBA during concrete cutting at Aon building;
        - Up to 82dBA during concrete cutting at HSBC building;
    - With respect to enabling phase activities (slab removal):

- Up to 80dBA during slab removal at M Social

- With respect to construction activities:
  - Up to 79 dBA during D-wall/bored piling and up to 77 dBA during vibratory sheet piling at M Social;
  - Up to 76 dBA during D-wall/bored piling and up to 88 during vibratory sheet piling at Aon building tower;
  - Up to 79 dBA during D-wall/bored piling and up to 94 during vibratory sheet piling at Aon building podium;
  - Up to 80 dBA during vibratory sheet piling at HSBC building;
  - Up to 80 dBA during vibratory sheet piling at the Sebel hotel/apartments

  Activities that do not comply with the permitted activity standards are a **restricted discretionary activity** under rule E25.4.1(A2).

- Exceedances of the 2mm/s amenity thresholds are anticipated during vibratory sheet piling at Aon building with up to 4 mm/s predicted. Activities that do not comply with the permitted activity standards are a **restricted discretionary activity** under rule E25.4.1(A2).
- Standard E25.6.10(3)(f) requires the mechanical systems to be controlled to a level of 35 dB LAeq. This will not be achieved for living areas within the apartments as mechanical services noise is controlled at a level of 40 dB LAeq. Activities that do not comply with the permitted activity standards are a **restricted discretionary activity** under rule E25.4.1(A2).

E27 Transport

- The proposal involves accessory parking and access that does not meet the following parking and access standards and is a **restricted discretionary activity** under rule E27.4.1(A2):
  - The vertical clearance of the service lane between the entrance to the basement car parking and Quay Street is 3.6 m with 3.8m required for loading spaces.
  - The vertical clearance for accessible parking spaces is between 2.3-2.4m with 2.5m required.
  - 24 accessible parking spaces are provided with no less than 51 accessible parking spaces required.
  - 23 tandem spaces are proposed which could potentially be allocated to the office activity, whereas only residential is permitted.
- The use of a vehicle crossing where a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3). This is a **restricted discretionary activity** under rule E27.4.1(A5).
- The use of an existing vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1) to service the establishment of a new activity or a building is constructed that is not permitted in Table H8.4.1. This is a **restricted discretionary activity** under rule E27.4.1(A6).
- The proposal involves 121 off-site parking spaces associated with M Social. This is a **discretionary activity** under rule E27.4.1(A16).

E30 Contaminated land

- The proposal involves discharges of contaminants into air, or into water, or onto or into land not meeting controlled activity Standard E30.6.2.1 as a Detailed Site Investigation is not provided. This is a **discretionary** activity under rule E30.4.1(A7).

E36 Natural hazards and flooding

- The proposal involves basement parking in part of the site affected by 1% AEP floodplain. This is a **restricted discretionary activity** under rule E36.4.1(A26).
- The proposal involves flood mitigation works such as flood barriers in the 1% AEP floodplain. This is a **restricted discretionary activity** under rule E36.4.1(A33).
- The proposal involves new buildings within 1% AEP floodplain. This is a **restricted discretionary activity** under rule E36.4.1(A37).
- The proposal involves the use of new building to accommodate more vulnerable activities (residential) located within the 1% AEP floodplain. This is a **restricted discretionary activity** under rule E36.4.1(A38).

E40 Temporary activities

- The proposal involves the temporary activities for construction for more than 24 months as provided or in E40.4.1(A20). These temporary activities include the construction of the proposed buildings and associated landscaping and is anticipated to last approximately 7 years and is therefore a **restricted discretionary activity** under rule E40.4.1(A24).

H8 Business – City Centre Zone

- The proposal involves the construction of a new building comprising of three podiums and two towers. This is a **restricted discretionary activity** under rule H8.4.1(A32).
- The proposal involves demolition of the existing carpark building. This is a **controlled activity** under rule H8.4.1(A32A).
- The proposal involves the alterations and additions to buildings not otherwise provided for associated with the alterations to existing podia of Aon and HSBC building. This is a **restricted discretionary activity** under rule H8.4.1(A36).
- The proposal involves non-compliance with Standard H8.6.5 Harbour edge height control plane or Standard H8.6.6 Exception to the harbour edge height control as follows:
    - Standard H8.6.5 Harbour edge height control plan:
        - T1: maximum 88.8m along the northern façade reducing to 44.1m along the southern façade over a depth of 44.1m.
        - T2: maximum 48.9m along the northern façade reducing to nothing along the southern façade over a depth of 47.8m.
    - Standard H8.6.6 Exception to the harbour edge height control:
        - T1: maximum 68.8m along the northern façade reducing to 24.1m along the southern façade over a depth of 44.1m.

- T2: maximum 27.8m along the northern façade reducing to nothing along the southern façade over a depth of 27.8m.

This is a **discretionary activity** under rule H8.4.1(A42).

- The transfer to the site and use of a Heritage Floor Space Bonus (in this case 10,188m²) in accordance with standard H.8.6.13 and is a **controlled activity** under rule H8.6.11.1.
- The proposal incorporates approximately 169m² of public open space which equates to 1,352m² of bonus area in accordance with standard H.8.6.17. This is a **restricted discretionary activity** under rule H8.6.11.1.
- The proposal incorporates dwellings with a GFA of 29,752m² (2:1 maximum). This is a **restricted discretionary activity** under rule H8.6.11.1.
- The development fails to meet the following standards and is a **restricted discretionary activity** under rule C1.9(2):
  - H8.6.17 Bonus floor area – public open space: No verandah is provided along the full length of the public open space fronting Lower Hobson Street.
  - H8.6.24 Maximum tower dimension, setback from the street and tower separation:
    - T1 maximum plan dimension: 55.7m (refer to sheet RC01-0002).
    - T1 6m setback: no setback provided from 28m to 33.8m with a setback of 5.5m from 33.8m above (refer to sheet RC32-0001).
    - T2 maximum plan dimension: 51m (refer to sheet RC01-0002).
    - T2 6m setback: no setback provided from 28m to 31.15m with a setback of 4.5m from 31.15m above (refer to sheet RC32-0001).
  - H8.6.26 Verandahs: No verandah is provided along the Customs Street West frontage. At the Lower Hobson Street frontage, a 1.8m wide verandah is provided (with a setback of 700-800mm from the edge of the road carriageway) with a 3.5m height clearance from the footpath immediately below.
  - H8.6.27 Minimum floor to floor height: The ground floor has a minimum floor to floor height of 4.2m with 4.5m required.
  - H8.6.28 Wind: Infringes for the following locations as outlined in the Wind Report prepared by Holmes (refer to **Appendix 17**).
    - Location 1 and 31: Category C condition is anticipated for part of the area to be claimed as public open space bonus where Category B condition is required.
    - Location 33 and 34: existing Category C (upper limit) condition increased to Category D condition.
    - Location 39 and 78: existing Category B conditions increased to Category D conditions.
    - Location 93-94 and 98: Category D conditions where Category C conditions required.
    - Location 160: existing Category C condition increased to Category D condition.

- H8.6.32 Outlook space: Infringes for the following T2 apartments (75 in total) where a minimum of 20m outlook space is required for principal living areas and the following is provided:
  - Apartment 8.01 – 19.3m
  - Apartment 9.01 – 19.1m
  - Apartment 10.01 – 18.6m
  - Apartment 11.01 – 18.2m
  - Apartment 12.01 – 17.9m
  - Apartment 8.02 – 17.6m
  - Apartment 9.02-28.02, 13.01-40.1 – 17.1m
- Apartment 8.06-9.06, 10.07-27.07, 28.06 – 15.1m H8.6.33 Minimum dwelling size: Infringes for the following T2 apartments (42 in total) where a minimum of 50m² of net internal area is required for one-bedroom dwellings and the following is provided:

Apartment 8.01-28.01 and 8.08-28.08 – 46m² I205 Downtown West Precinct

- The proposal involves the construction of a new building comprising of three podiums and two towers. This is a **restricted discretionary activity** under rule I205.4.2(A4).
- The proposal involves new open space (part of the Urban Room is to be claimed as public open space). This is a **restricted discretionary activity** under rule I205.4.2(A5).
- The proposal involves new vehicle, cycle and pedestrian access. This is a **restricted discretionary activity** under rule I205.4.2(A6).
- The proposed pedestrian connection within the development does not comply with Standard I205.6.2 as follows:
  - I205.6.2(1): The proposed east-west connection is not at-grade.
  - I205.6.2(3): The proposed north-south connection is not at-grade and not generally aligned with Federal Street.

  This is a **restricted discretionary activity** under rule I205.4.2(A7).

6.2 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

Resource consent is required under the provisions of the NESCS, as described in the report by T+T (**Appendix 13**):

- A Detailed Site Investigation is not provided as part of this application. This is a **discretionary activity** under Regulation 11.

6.3 Activity Status

Overall, this application is for a **discretionary activity**.

7.0 Consideration of Applications (Section 104)

7.1 Statutory Matters

Subject to Part 2 of the Act, when considering an application for resource consent and any submissions received, a council must, in accordance with section 104(1) of the Act have regard to:

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

As a discretionary activity, section 104B of the Act states that a council:

(a) may grant or refuse the application; and

(b) if it grants the application, may impose conditions under section 108.

8.0 Effects on the Environment (Section 104(1)(A))

Having regard to the receiving environment as described in section 4.3 above, the actual and potential effects on the environment of allowing the activity are assessed as follows:

8.1 Positive Effects

The Proposal will result in significant positive effects including:

The Proposal delivers a comprehensive, integrated, design-led redevelopment of a significant component of a city block to create a connected, inclusive and sustainable mixed-use community contributing towards planned future form and quality, creating a sense of place by redefining the western edge of Auckland's city centre and its relationship with the harbour's edge.

- The development will create a new gateway to the city centre, delivering world-class working, living and placemaking outcomes, and setting new global benchmarks for proudly representing tangata whenua and being a whakaaro-led design project.
- The Proposal will provide approximately up to 247 residential apartments of varying typologies and sizes resulting in 700-1,000 additional people living in the city centre. The Project is targeting the 8 Star Home Star requirement for the majority of the residential apartments setting a new standard of city centre living.
- The development will be transformative providing to the city centre to become an internationally significant centre for business while meeting growing desire for sustainable city

centre living. The Proposal provides premium office space for businesses supported by a range of amenities, public spaces and laneways that activate and connect the precinct with the wider city unlocking the potential and connectivity of the public realm and delivering a new civic gateway and public destination.

- The Proposal delivers on Auckland's City Centre Masterplan laneway outcomes through the provision of a new public 24/7 link running east-west through the entire city block - connecting Lower Albert and Lower Hobson Streets and maximising pedestrian connectivity to the city's wider vital business, education, entertainment and retail areas offerings in a previously inaccessible part of the city.
- Te Uranga Hau / the Urban Room provides a new, dynamic civic space that offers diversity and choice by creating high quality public realm that contributes to the social and cultural well-being for the users.
- In addition to the enhanced connectivity provided by internal laneways, the Proposal provides enhanced streetscapes along Lower Hobson and Customs Streets which feature generously set back building frontages at the ground floor and provide covered/colonnaded connections. This approach will positively support the pedestrian numbers and connectivity envisaged.
- The proposed remediation to the façade of the Auckland Harbour Board Workshops (former) including the removal of the pedestrian foot bridge will promote the appreciation of the heritage values of the building.
- This Proposal provides excellent support for active modes of transport with the provision of high levels of cycle parking to support the residential, commercial, and retail functions located on site and easily accessible by public transport notably at Britomart which benefits significantly due to the CRL.

Furthermore, the development will generate construction related employment during the developed design and construction periods of the Project.

Overall, it is considered that the development will result in a much-improved public realm and will improve the visual amenity values of the Auckland city centre.

8.2 Built Environment

8.2.1 Urban Design

The policy direction in the AUP (OP) enables the greatest building heights and density in Auckland to occur in the City Centre core. The Project seeks to redefine, connect, and transform the western edge of Tāmaki Makaurau's city centre and its relationship with the waterfront through the creation of an integrated mixed-use precinct, a gateway to unlock the potential as prescribed in Auckland's City Centre Masterplan.

The external appearance of the building presents a contemporary design which will significantly enhance the quality of the public realm and the streetscape in this part of the City Centre. The building height and massing has been designed to visually integrate the proposed development in the surrounding environment. Of note, the Project complies with the AUP (OP) building floor area ratio standards and the St Patricks Sunlight Admission Control. The façade strategy for the development has been designed to achieve high quality design and utilises high quality materials. The proposed materials are considered to provide a high-quality and visually interesting building

facade and appropriately complement the central city location and differentiate between the commercial and residential activities. The development signage zones have been designed to integrate sympathetically with the building design and will avoid impact on traffic safety and amenity of adjacent occupiers.

In terms of streetscape amenity, the ground floor has been designed with an urban form addressing the street frontages and includes activated edge treatment such as entrance ways, lobby spaces and retail/food and beverage outlets. The main entrances will be double height with canopy cover making these entrances legible.

A significant new public realm will be provided within the development including an extensive new laneway network and civic space – Te Urunga Hau / the Urban Room - which will provide activation to the area. This aspect of the Project will have a significant positive effect on the quality of the public realm, particularly when compared with the existing environment dominated by the carpark building. Careful consideration has been to the amenity of Te Urunga Hau / the Urban Room to ensure that it receives sunlight for much of the year and daylight access at all times of the year.

In terms of shading to nearby public open spaces, the shading assessment demonstrates that the proposal does not cast shade on St Patricks Square and Te Komititanga/Queen Elizabeth Square at the times of day and year identified by the AUP(OP). Shading effects on streets and nearby buildings are localised, limited in extent and fleeting.

An urban design assessment has been prepared McIndoe Urban and included as Appendix 5 in which the following conclusions are made:

8.2.1.3 Urban and built form

Architectural concept and design

1. The composition of a pair of towers on a sculpted podium base is aesthetically coherent, architecturally well-resolved, and fits well into this part of the city centre.

2. Appropriate visual interest is integrated within a concept-driven approach which ensures the aesthetic coherence of each building separately, and of the proposed complex as a whole. The symbolism of cultural narratives that are a fundamental aesthetic driver will further engage the intellect of the viewer and enrich the experience of viewing and considering this building complex.

3. Expression of height and subtle compositional difference between T1 and T2 moderates the bulk of the building complex as a whole and contributes visual interest including variation in the city centre skyline.

4. The extension of glazed façade elements to form a crown, including recognition of the chamfers that carve into the body of the towers below, provides an expressive sculptural top to both towers. These tops are both distinctive and aesthetically well resolved.

5. Changes to the base of Aon House have been successfully integrated with the architecture and design of this existing building. They present more generous and legible physical connections and enhanced frontages to both Lower Albert Street and Customs Street West.

Relation to the harbour edge height control plane

6. Notwithstanding departure from the 45° HEHCP, transition in height from the core central business district to the harbour is achieved within the block as T2 and T1 are set back from and rise

above existing high-rise buildings at the edge of Quay Street, stepping back and up. This continues to provide an overt height transition, but to a lesser degree than described by the standard.

7. The transition down from tall buildings enabled by the Operative Unitary Plan in that part of the Special Height area to the south across Customs Street is significant, and notwithstanding its height, reinforces that this proposal maintains a step down towards the harbour.

8. Maximisation of views between the harbour and city centre in relation to achieving the purpose of the HEHCP is achieved predominantly by the gaps between the towers and also other buildings on the site, and is reinforced by the plan offset of T1 from T2. These attributes combine to avoid any 'wall effect' in views from both the harbour to the city, and from the city centre to the harbour.

9. The proposal satisfies the Unitary Plan H8.8.2 Assessment Criteria for exception to the HEHCP. These relate to appropriate outcomes in relation to 'visual profile', 'waterfront amenity', 'streetscape and street corners', 'effects on surrounding properties', and the 'design of upper parts of structures'.

Maximum tower dimension and setback of towers from the street

10. Minor departures from other built form standards are mitigated by the combination of the articulation of form of the towers to reduce apparent and actual bulk, the chiselling of the tower forms for cultural and sculptural effect and to reinforce slenderness, and openness elsewhere to allow views through.

11. The siting, variation in height and façade treatment means that the towers avoid coalescing into a single, visually dominant compound mass in any of the multiple views examined.

12. The proposed placement of T1 and T2 relative to street edges maintains suitable street definition and amenity. It also maintains the quality of the existing Sturdee Reserve and allows the proposed mid-block public open space of Te Urunga Hau to be developed with the intended scale and quality.

Podium form and design

13. The podium is carved out to create internal lanes and the proposed Urban Room, elements that will significantly enhance the opportunities for and quality of public experience of this part of the city.

14. The podium is aesthetically coherent and appropriately differentiated from, but with a family relationship to, the towers above.

15. The podium height gives an appropriate level of spatial definition to the street, and its formal composition contributes suitable visual interest and a sense of human scale at the street edge.

8.2.1.4 Shading effects

City centre shading assessment

1. Most of the shade from the proposed buildings is subsumed into existing shade within a heavily built -up city centre, and most additional shading effects are localised and fleeting.

2. The effects of additional shading vary. They are from, at most, 'moderate' but are generally rated 'low' or 'negligible' for the majority of times through the year. No shading effects rated as being of high significance were found.

Shading to nearby public open spaces

3. The proposal does not cast shade on either of the two identified public open spaces (St Patricks Square and Te Komititanga/Queen Elizabeth Square) at the times of day and year identified by the Unitary Plan.

4. Shading effects on the waterfront due to elevation of parts of the building above the Harbour Edge Height Control Plane are 'negligible' and limited to midsummer at early morning and late afternoon.

Shading to surrounding street network

5. Shading effects on streets are limited and localised and, in the worst cases of when they occur, are at most of 'low' significance. Adequate sunlight is therefore maintained to the surrounding street network.

Shading on nearby buildings

6. Additional shade is cast over groups of existing buildings. This is localised, limited in extent and fleeting. Effects range from 'negligible' to at most 'moderate'.

Shading on apartment buildings

7. The effects of additional shading on apartment buildings are at most 'moderate' and this rating applies to the two apartment buildings which are located relatively close and to the south of the proposal. (Dunningham House at 20 Wolfe Street and Nautilus at 18 Hobson Street). In all other cases because most additional shading effects on apartments are experienced close to sunrise, are restricted in duration to the point of being fleeting, and are limited to specific times of year, their effects range from 'low' to negligible'.

Sun and daylight to the Urban Room

8. The combination of very good sunlight for much of the year and sky exposure for excellent daylight at all times of year will contribute to the Urban Room being a comfortable, attractive and high amenity space.

Summary Unitary Plan assessment

9. The proposal meets Unitary Plan requirements by avoiding shade on St Patricks Square between the identified times and ensuring adequate sunlight and daylight continues to be received by streets, public places and nearby sites.

8.2.1.5 Urban structure and public realm design

Relation to the street and wider public realm

1. The proposal responds in a positive way to CCMP aspirations for intensification and linkage to public transport in this part of the city.

2. Multiple entries, shopfronts and edge activation contribute to a high quality and suitably activated edges to surrounding streets and the lanes and public realm within the development.

3. The proposed edge conditions are of high quality in their own right, and a significant enhancement of the existing situation.

4. The veranda at the base of the Lower Hobson Street façade is satisfactory in principle, and further design development is recommended to enhance design integration.

5. Modification to existing plinths and podium base of Aon House and the related HSBC Tower provide more open, welcoming and legible connections between the street and these existing buildings.

Integration with future public realm outcomes

6. The proposal has been designed with cognisance of and will coordinate seamlessly with future public realm enhancements on Lower Hobson Street and Customs Street West.

Lanes and circulation structure

7. Providing for both north-south and east-west connections, the proposed lanes are generously scaled, legible and suitably edge activated, and given memorability by their connection into and through the Urban Room.

8. Due to the circumstance of working with existing buildings and levels, the lane network is not fully at grade and therefore departs from the through block at-grade connections signalled by the Unitary Plan. The lane system works with existing constraints and provides a choice of routes that relates well to all directions of approach, at-grade access into both levels of this network and the choice of escalators, lifts, and wide stairs at key changes of level.

The 'Urban Room'

9. The Urban Room has a dramatic and memorable spatial quality, distinguished by a combination of shelter, openness and spatial generosity. It will enhance the local character, distinctiveness and activity in this part of the city centre.

10. The design of the Urban Room integrates the functionality of building lobbies and shopfronts with expression of multiple cultural narratives.

11. The lane entrances extend a public invitation and the Urban Room provides a setting for formal and informal public events that will attract and retain people.

12. Maximising the potential of this as a public space requires a supporting activity curation and 'placemaking' approach.

13. Connection of lanes to and public movement through this mid-block space will contribute positively to its use, occupation and activation.

Parking, servicing and access

14. Parking and service areas are suitably accessed from an existing lane, integrated within and /or concealed in basements under the building.

15. All plant and servicing that is located above ground is located to either not be visible or has otherwise successfully integrated into the planning and aesthetic design of the buildings.

8.2.1.6 Signage zones

1. The signage zones proposed at all levels are suitably scaled and located, are architecturally integrated and are consistent with the relevant Unitary Plan assessment criteria.

2. The form and type of signs within these zones (including any illumination) should be subject to further review prior to installation, and this might be addressed by condition of consent.

3. In signalling the occupation of and activity within the buildings, signage within the proposed zones will have a beneficial legibility and wayfinding function.

8.2.1.7 Conclusion

In overall summary, from an urban design perspective, the proposed development will present a high-quality, contemporary architectural and landscape design that successfully achieves visual interest, fits in comfortably with the surrounding environment and provides an activated frontage to both Lower Hobson Street and Customs Street West, and in doing so responds positively to the policy direction of the AUP (OP).

8.2.2 Built Heritage (Heritage Impact Assessment)

Under the AUP (OP) part of the Site (204 Quay Street) is within the scheduled extent of place of a Category B Historic Heritage Place, consequentially, modifications to this building requires a Heritage Impact Assessment. This assessment has been prepared with reference to the requirements at Clause D17.9 of the AUP (OP).

8.2.2.8 Historic Heritage Values

The site is within the extent of place of the Auckland Harbour Board Workshops, a Category B scheduled historic heritage place, recognised for its historic, physical attributes, and aesthetic.

As described in the Heritage New Zealand Pouhere Taonga ("HNZPT") listing:

The Auckland Harbour Board workshops (completed in 1944) provided modern centralised accommodation for staff which had previously maintained the port's property, plant and equipment from temporary and scattered premises…. Dredges, tugs, launches, cranes and all types of cargo handling plant were surveyed, overhauled, and repaired at the premises. Separate workshops were provided for the different trades. ….[t]he workshops continued to serve the purpose for which they were built until late in 1989. Since that time they have provided predominantly studio space for a variety of designers involved in the visual arts and media. The workshops were an exciting performance venue for Inside Out Theatre's production of Thomas Mann's The Holy Sinner in October 1990.[2]

8.2.2.9 Proposal

For the full proposal, refer to Section 5. However, in summary, remediation to the façade of the former Auckland Harbour Board Workshops is proposed once the foot bridge is removed from the Downtown Car Park Building.

8.2.2.10 Assessment and Conclusions

The remediation works to the façade of the former Auckland Harbour Board Workshops maintains the building's heritage values and fabric. The proposed modifications match the existing windows that are original and involves replacing non-original fabric with more appropriate fabric and reinstating lost elements demonstrated in the original plans for the building.

Overall, the proposed works demonstrate a commitment to respecting and maintaining the historic heritage former Auckland Harbour Board Workshops, and the wider urban context. They will not compromise the ability to interpret the historic heritage values and provide a positive and

[2] https://www.heritage.org.nz/list-details/2649/Auckland%20Harbour%20Board%20Workshops%20(Former)#details

appropriate outcome. Consultation with HNZPT is underway for these proposed works and initial correspondence with HNZPT indicates support of the proposal.

8.2.3 Wind

Wind tunnel investigations have been undertaken by Holmes for the proposal and the results are presented in the report in Appendix 17. In summary, the wind tunnel results confirm that most of the locations are suitable for their intended use apart from identified locations as shown in Figure 15 and Figure 16 below in which Category D wind conditions are expected. Having regard to the investigations undertaken by Holmes, the following comments are made:

- Location 33 and 34: Existing conditions in the north part of Lower Hobson Street (north-west corner of M-Social) are generally Category D and while one location is shown to be locally windier than existing, conditions overall remain similar to existing. Planting of mature evergreen trees is proposed at this location as a wind mitigation measure.
- Location 39 and 78: Category D conditions also occur in the existing configuration. Notwithstanding, these two locations are remote from the proposed development to be significantly impacted by the Project.
- Location 93-94 and 98: These locations are not public pedestrian footpaths and are pedestrian footpaths at level 1 internal to the Site. Notwithstanding, wind mitigation options such as landscaping or local screens are currently being investigated to improve wind conditions from Category D to Category C or better in these locations, and can be incorporated into the final design.
- Location 160: Conditions are very marginally above Category C and are considered acceptable for a footpath.

With respect to Locations 1 and 31, we note that this is within part of the area to incorporated as a public open space bonus area. In these locations, conditions are found to be Category C whereas Category B conditions are required. It is noted these locations are situated at entry points to the public open space where any seating is unlikely to be located and therefore would be considered acceptable for walking.

In terms of Locations 20 and 24, these are currently shown as Category C and D conditions respectively. However, wind tunnel tests with a proposed open roof as part of the design demonstrated calmer conditions (Category B and C respectively).

The wind tunnel investigations also confirmed that there are no locations where the calculated gust speed for the proposed development exceeded the maximum gust speed criteria of 25m/s specified in the AUP (OP).

Overall, it is considered that adverse wind velocity and turbulence effects in the surrounding pedestrian spaces can be avoided to the extent that an acceptable level of comfort and usability can be maintained for these spaces.

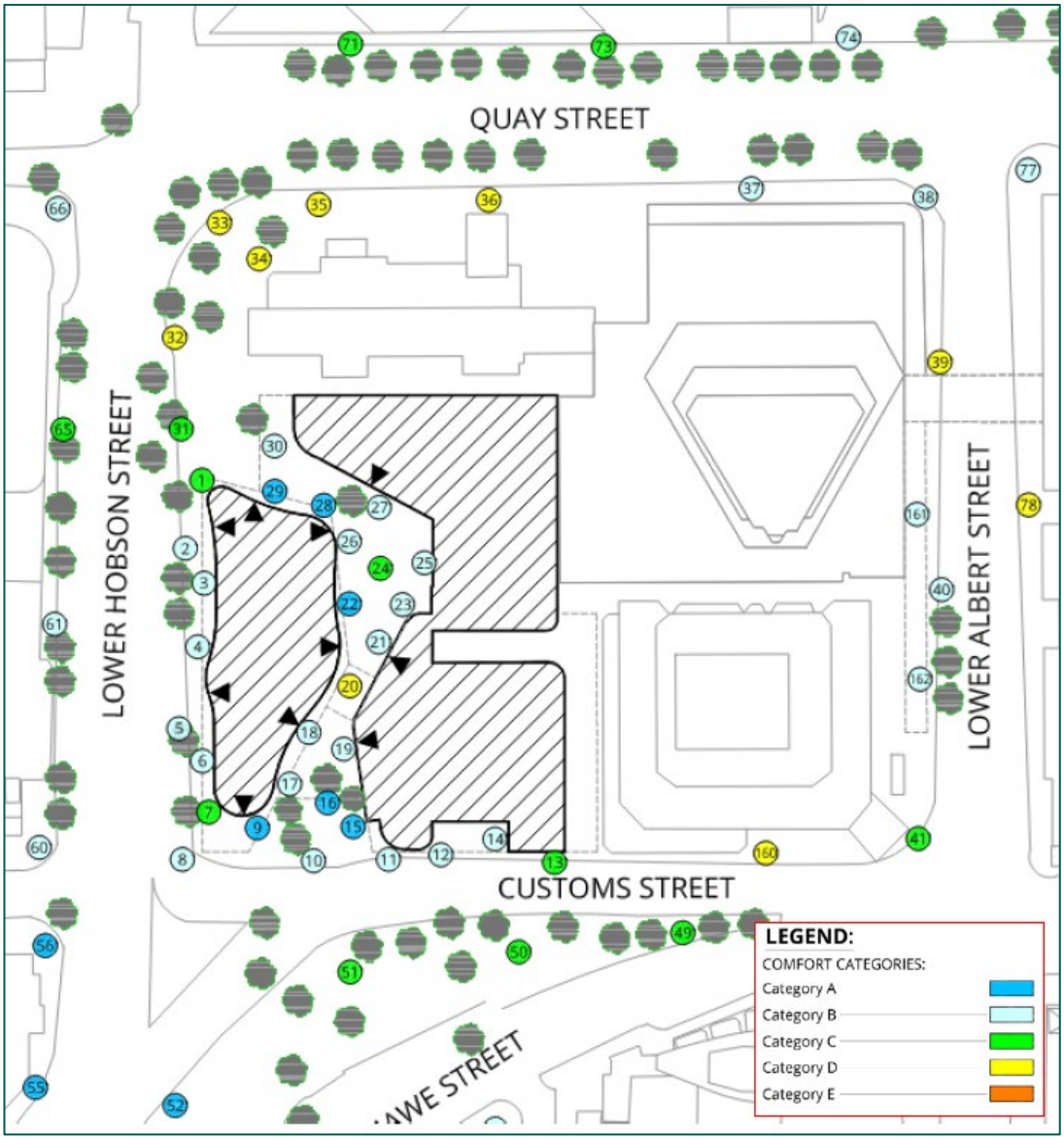

Figure 15 Wind conditions on Ground Level. Holmes.

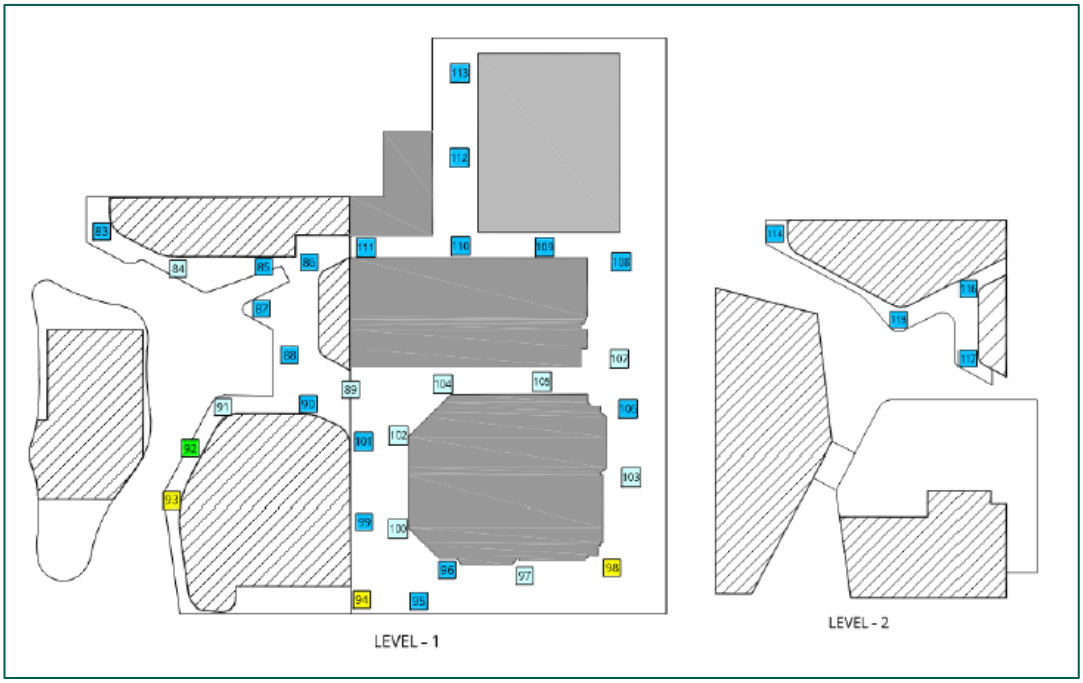

Figure 16. Wind conditions on Upper Levels. Holmes.

8.2.4 Trees

As described in section 5.3.5.6 above and outlined in the Arboricultural Assessment (Appendix 15) prepared by Peers Brown Miller, the proposed vegetation alterations and removal of two Lancewood trees are permitted under AUP (OP). Tree owner asset approval from Auckland Council will be sought prior to the demolition works.

Appropriate tree protection measures such as protective fencing will be employed during vegetation alteration works. This is to ensure that adverse effects on the trees being retained within the project area are minimised.

8.3 Landscape and Visual Amenity

An extensive visual catchment is anticipated given the proposed height of the towers and the location of the Site in close proximity to the harbour.

The Site is located within a Special Height Area where the greatest building heights are enabled. Building massing is limited by the AUP (OP) St Patrick's Sunlight Admission Control, and moderated by the Harbour Edge Height Control Plane. While the Project infringes the Harbour Edge Control, a transition in building height is provided within the development towards the harbour, both to the north and west. As discussed above, the buildings comply with the St Patrick's Sunlight Admission Control.

Isthmus Group Limited (Isthmus) has prepared a landscape and visual effects assessment (Appendix 6) from a number of viewpoints. By way of summary and as illustrated in Figure 17 , the following is concluded by Isthmus:

> *Summary of Streetscape*
>
> *The proposal will revitalise and transform this part of downtown Auckland. It will replace the car parking building with an attractive and architecturally cohesive development. The design has an*

appropriate form and human scale to the street and qualities which provides visual interest. It also provides a mix of activities to the street and within the Te Urunga Hau (Urban Room) which will help activate the street and site, proximate to the waterfront. It will provide pedestrian connections into and through the site's lanes which supports movement between the city centre and the waterfront.

The removal of the Lower Hobson Street flyover would help fully realise the positive effects of the proposal on streetscape amenity, activation, and pedestrian circulation. However, even if the flyover is retained (which is the basis on which this assessment has been carried out),, the proposal will present a significant improvement to the streetscape environment and would have positive effects compared to the current situation.

Assessment from the broader cityscape summary

In summary, the proposed development will provide a significant and positive contribution to the cityscape and skyline of Auckland from locations both near and in the broader landscape. The towers will define the northern end of the development pattern along Federal Street ridgeline and the western end of the central city. The siting and height of the towers will also integrate positively into the composition and arrangement of buildings in the city.

The form of the towers and their façade composition provides visually interesting buildings which have been designed to reflect a strong mana whenua and cultural narrative and read as a pair or 'siblings' through their similarities, yet subtle differences.

The site (and therefore the towers) is also setback from the harbour edge, with the Viaduct (west) and development fronting Quay Street (north) providing a buffer. Notwithstanding, the proposed towers will provide tall buildings of an appropriate scale which will add to the visual profile of the city and reinforce the east-west connection along Quay Street, and the aforementioned development pattern aligned with the Federal Street ridge.

The development will also continue the 'ridge-valley' pattern in the city (although only truly discernible from views from the north). The slender form, the chamfered edges and the stepped nature between the two towers provide an obvious and sound transition in height toward the waterfront and harbour edge, avoiding any undue adverse dominance effects.

Appropriateness and the effects of the proposal in its urban landscape context

From a landscape assessment perspective, the site is appropriate for the proposed mixed-use development.

The site is strategically located proximate to the waterfront which can provide connection between the central city and harbour edge, including the Viaduct Harbour (and Wynyard Quarter beyond). The proposal will help transform and rejuvenate this part of lower downtown Auckland.

The site and these connections are currently hindered by the current drawbacks of the use of the site which includes the poor streetscape amenity, poor activation at the street level, the lack of internal connections and the undistinguished architecture. For these reasons, it is a blighted part of the city. However, the proposed design will resolve these shortcomings and will provide a positive transformation of the site and this part of downtown Auckland. The reasons for this have been discussed earlier in relation to the assessment of the streetscape effects.

The proposal will contribute a mix of activities onto a site that has access and proximity to all of the facilities of the central city as well as those of the Viaduct Harbour and Wynyard Quarter. It is also located in the midst of the downtown public transport facilities.

For the reasons outlined above in relation to the broader cityscape, the proposed design will provide a positive contribution to the Auckland city skyline. The site is an appropriate location for development of this type in relation to the underlying topography, and the city's urban form. The towers will 'bookend' this corner of the city, whilst reinforcing the alignment of tall buildings along the 'Quay Street east west connection'. [3]

Figure 17. Viewpoint 7 – Proposed. Isthmus Group.

When having regard to the City Centre context of the site, the height transition, scale and massing of the proposed development has been designed to result in a built form on the site that can sit comfortably in its neighbourhood and surrounding public open space including the harbour and wider urban landscape setting.

8.4 On-Site Residential Amenity

Consideration has been given to Site planning to ensure that an appropriate level of residential amenity is provided for the future residents of the apartments. The following assessment is provided in this regard:

- The development will accommodate up to 247 apartments within T2 comprising a mix of one-, two- and three-bedroom units which range in size from 46m² to 352m². This will provide for different housing needs for the community.
- Most of the apartments are single-aspect. However, the majority have good orientation to the north, east and west such that they will receive good solar access.
- All of the apartments will have outlook either to the north, west or east with the upper-level units having views towards the harbour and CBD.

[3] Refer *H8.6.5* of the AUP (OP).

- The units have generous floor to height of at least 2.7m for living rooms and bedrooms and the windows are large enough such that apartments offer a spacious-feeling and will receive a good degree of natural light.
- While most the units have no dedicated private outdoor living space, common areas are provided including a residents' lounge and dining room, an indoor pool and gym. Occupants will also have access to Te Urunga Hau / the Urban Room. There are also a number of public open spaces including Te Wānanga, Te Komititanga Plaza, Takutai Square and St Patricks Square) within the vicinity that are within 1 minute to 10 minute walking distance to the site which will provide generous outdoor amenity.
- The units have functional apartment layout with enough room for circulation including a space for individual laundries within units. Dedicated cycle parking and storage facilities within the basement remove the need for storage space within the units.
- Privacy will be maintained for occupants through clear delineation from the commercial development through separate entrances including separate lobbies and lift cores to be provided. The towers are separated by at least 17m, which will ensure appropriate outlook for occupants.
- Noise from port activities and commercial activities to the apartments will be mitigated through façade and roof design construction. This is discussed in detail in Section 5 of the Assessment of Noise and Vibration Effects prepared by Marshall Day Acoustics ("MDA") (Appendix 16). Overall, MDA concludes that suitable internal acoustic amenity can be achieved for the proposed apartments.
- Additionally, the apartments will be subject to a no complaints covenant in favour of Ports of Auckland Limited.

Overall, it is considered that the orientation, outlook, daylight access and communal amenities will provide good-quality living environments for future residents, in conjunction with the development's location with respect to local amenities and public transport.

8.5 Public Safety

Consideration has been given to public safety and the principles of crime prevention through environmental design (CPTED). An initial CPTED review of the proposal was undertaken by Dr Frank Stoks in September 2023 (Appendix 18A) and an updated CPTED review (Appendix 18B) has been undertaken by Cam Wallace of Barker & Associates to address the final design. Having regard to the CPTED principles and the reviews undertaken, the following comments are made:

- All the apartment units will overlook the development and the street so that they provide a high level of passive surveillance to the public spaces and beyond.
- The basement parking and entrances to the apartment building will be accessed via swipe cards/security-controlled doors to ensure that only residents will have access.
- The proposed tenancies which are open all day and into the evening such as the food and beverage tenancies and will therefore encourage activity at street level and within Te Urunga Hau / the Urban Room.
- The main entrances to the commercial and apartment lobbies will be clearly visible from the street through its design and the use of signage.

- The proposed landscape planting will be low levelled and specimen trees will feature a clear stem of at least 1.8m, to ensure that they will not obscure sightlines and create opportunities for concealment at the main pedestrian entrances and cycle room entrance.
- The location of the public lift within Te Urunga Hau / the Urban Room has been positioned in an area with high visibility that will assist with perceived levels of safety as well as legibility through the site.
- Public toilets will be provided within internal east-west circulation route through the HSBC building and will be accessible for use during normal operating hours of the retail units.
- Consideration to the management of the north south service lane will need to be given at detailed design stage. These could include the potential to secure the space through use of barriers, lighting, surveillance (e.g. CCTV) and wayfinding.

Overall, it is considered that appropriate regard has been had to CPTED principles and that the proposed development will provide a safe environment.

8.6 Traffic, Access, and Parking

Transportation effects, including traffic, access and parking matters associated with demolition, construction and operation, have been considered in the Transport Assessment prepared by Flow (Appendix 7). Transport-related effects are assessed below.

8.6.1 Construction traffic including demolition and excavation

A summary of their assessment on construction effects is provided in the conclusion of the Flow report as follows:

> *Demolition of the Downtown Carpark building and associated structures is expected to occur over a 1 year period. This will consist of the following stages, with indicative timeframes shown in brackets.*
>
> - *Stage 1 - Removal of Lower Hobson Street pedestrian overbridge (48 hours)*
> - *Stage 2 - Demolition of the west section of the Downtown Carpark building, with a crane located on Lower Hobson Street (3 months)*
> - *Stage 3 - Demolition of the west section of the Downtown Carpark building, with a crane located within the Site (3 months)*
> - *Stage 4 - Demolition of the east section of the Downtown Carpark building (6 months)*
> - *Stage 5 - Removal of Downtown Carpark ramp over Customs Street West onto Fanshawe Street (1 week).*
>
> *Following the demolition of the existing car parking building, an indicative construction programme is set out below, with construction occurring over the following phases. When considered alongside the demolition, the total duration of these construction phases is anticipated to occur for approximately 6 years. We note that some of the phases listed below may overlap with each other.*
>
> - *Enabling works – 15 months*
> - *Excavation – 9 months*

- *Basement construction – 14 months*
- *Construction of (towers and podiums) – 40 months*

We anticipate that the different stages of demolition and construction will require closures of roads, traffic lanes and pedestrian footpaths for roads in the surrounding area. This is to provide a separated loading area and access points for construction vehicles, and to provide separation between the public and live work zones.

We anticipate that a Construction Traffic Management Plan (CTMP) can safely manage construction traffic effects during demolition and construction. We believe the CTMP should be prepared based on the following principles

- *Protect the public from construction activities*
- *Contain the construction works within the Site where possible*
- *Minimise unnecessary pedestrian, road and bus lane closures. Provide safe alternatives where any closures are required*
- *Undertake the construction in an efficient manner to avoid prolonging any required road or footpath closures*
- *Provide consideration to the Auckland Transport's Temporary Traffic Management Guidelines*
- *Avoid Quay Street as a construction vehicle route.*

We note that a contractor has not been appointed at this time. The programme and methodology will be subject to the application of the contractor's own methodology once appointed.

Given that the demolition and construction activities are temporary and with appropriate measures in place, it is considered that the effects can be effectively mitigated from a transportation perspective. In terms of construction traffic management, a CTMP will be provided, and a condition is proposed by the applicant. Based on experience of construction planning and traffic management associated with similar developments of this scale and bearing in mind capacity within the existing road network; with the appropriate CTMP in place, it is considered that construction activities can be managed such that the effects of the associated access, parking and traffic will be appropriate.

8.6.2 Operational Traffic

A summary of the Flow assessment on operational traffic effects is provided in the conclusion of their report as follows:

Alignment with central and local government landuse and transport policy

The Development aligns well with the objectives set out in central and local government landuse and transport planning policy documents. It is a high-density residential and commercial development located with excellent access to public transport, well connected for cycling and walking and a significant number of services and amenity within short walking distance.

The Site location, in combination with reducing the existing on-site parking supply by around 70% compared to the existing Downtown Carpark, discourages the use of private vehicles as a mode of travel and contributes to Auckland's reductions in transport-based greenhouse gas emissions.

Unitary Plan transport matters

Under the Unitary Plan transport related rules, the Development has a Discretionary activity status because the Development's basement will be used for 121 off-site parking spaces. This relates to an existing agreement whereby the M Social hotel, located directly to the north of the Site, has the use of 121 off-site parking spaces in the existing Downtown Carpark, and as such, provision needs to be made in the Development. This arrangement will not result in any adverse transport effects, as it is an existing situation. The traffic demands of this offsite parking have been included in our traffic assessment.

The provision and design of all transport facilities, including vehicle crossings, accessways, car and bicycle parking provision, loading facilities and pedestrian facilities, all comply with the standards of the Unitary Plan except for the vertical clearance requirements associated with service vehicles and accessible parking spaces.

- *For service vehicles, this relates to the section of the service lane between the Quay Steet access and the access to the basement loading area (a 3.8 m vertical clearance is required, and 3.6 m clearance is provided). This is an existing situation and we have observed that this small non-compliance of 200 mm still allows for trucks to use the service lane to access the existing loading docks on the service lane. Notwithstanding this and to manage the effects of the Development's vertical clearance restrictions, we recommend that a Servicing Management Plan be required to ensure that all servicing vehicles that access the Development comply with the necessary vertical clearance restrictions.*
- *For accessible parking, 2.5 m of vertical clearance is not provided for all of the parking spaces or access areas. We have assessed accessible parking design standards, and consider the available vertical clearance is appropriate.*

The Unitary Plan specifies that tandem or stacked spaces are permitted for residential activities. While the final parking allocation has not been determined, the tandem spaces could potentially be allocated to the office activities. We consider this can be managed by allocating the tandem spaces to the same office tenancies. The users of these spaces will be regular users, and use of the tandem spaces can be coordinated and managed as required.

Under Plan Change 79 of the Unitary Plan, additional accessible parking spaces are required for all activities. The standards require a total of 51 accessible parking spaces, whereas 24 are proposed. The proposed provision will be sufficient to meet the residential accessible parking requirements but results in a shortfall for the office and retail activities. We consider that the proposed provision is acceptable as excellent and accessible public transport options are available in close proximity to the Site.

Under the Unitary Plan, Quay Street and Customs Street West access have vehicle access restrictions. We have accordingly completed an assessment of the Development's use of these accesses, having regard to the relevant discretionary activity criteria in the Unitary Plan. We conclude that the location and design of these crossings are such that there is adequate sight distance for these crossings to function safely and efficiently under the predicted traffic demands.

Traffic effects assessment

With regard to access, we note that the number and design of the Site's vehicle access will have positive transport effects compared to the existing situation, as all access and vehicle crossings associated with the existing Downtown Carpark will be removed.

The removal of the existing crossings on Customs Street West into the Downtown Carpark will provide a safer environment for pedestrians, noting that these are the only locations where pedestrian crashes have been recorded to have occurred over the past 5 years.

The SATURN results show the following for all scenarios and peak periods.

- *Vehicles generally reroute away from the routes servicing the existing Downtown Carpark (Sturdee Street and the Lower Hobson Street slip lane adjacent to the Site), towards the routes serving the Development's access points (Quay Street, Customs Street West and the Lower Hobson Street Flyover)*

- *The change in vehicle volumes is mostly concentrated in the areas near the Development and Downtown Carpark access points. No significant changes in vehicle volumes are predicted in the wider network*

- *No significant changes to vehicle delays of more than 10 seconds are predicted in any scenario, both in the local area and the wider network. All scenarios show a decrease in delays at the Downtown Carpark exit ramp onto Fanshawe Street as this signalised intersection will no longer be required*

- *The Development will have negligible impact on overall vehicle travel times across the network, with average journey times for all vehicles increasing up to 1 second compared to the future baseline*
- *No noticeable change to bus route travel times are predicted. There will be some small increases and decreases of -14 to +13 seconds for some bus routes.*

Overall, we consider that the results of the network modelling have shown that the existing road network can efficiently accommodate the traffic demands of the Development.

The SIDRA results show that:

- *the Customs Street West access is predicted to operate with minimal delays under all Development scenarios, with LOS A for all movements. This access operates as a left-in / left-out access*

- *The Quay Street access is predicted to perform well*
    - *No noticeable changes are predicted in the AM peak*
    - *In the PM peak, the right turn out delays are predicted to increase from 20 to 23 seconds*
    - *In both peak periods, the right turn operates at LOS C, and all other movements operate at LOS A*
- *While the turning volumes from the service lane are predicted to increase, there is generally a decrease in through traffic volumes due to the redistribution of the existing Downtown Carpark trips away from the local area.*

In summary, we believe that both access points of the service lane can operate within capacity. The results do not indicate there will be any safety concerns as a result of turning traffic and congestion.

Given the assessment and conclusion from Flow's reporting and based on the recommended mitigation measures, the proposed trip generation and access and parking arrangements are considered appropriate for the development such that the proposal will not compromise the function, capacity or safety of the roading network. Overall, it is considered that any adverse effects with respect to operational traffic, access and parking related matters will be appropriate.

8.7 Noise and Vibration

Potential adverse effects associated with construction activities (including demolition) and noise emission from the proposed activities (operational) have been considered in the Assessment of Noise and Vibration Effects prepared by MDA (Appendix 16).

8.7.1 Construction noise and vibration including demolition and excavation

A summary of the MDA assessment is provided in the conclusion of their report as follows as it relates to demolition and construction.

Demolition:

- *Demolition noise is predicted to infringe the limits at three neighbouring buildings.*
- *We predict that demolition noise effects will be reasonable if good practice mitigation and management measures are implemented.*
- *Demolition vibration is predicted to comply with the limits at all neighbouring buildings.*
- *It is considered that the noise and vibration levels will be generally reasonable with the adoption and implementation of a Demolition Noise and Vibration Management Plan (DNVMP). The works would also be undertaken during the day and are consistent with what would be expected from demolition activities on many large building sites within the urban environment.*

Construction:

- *Construction noise effects are predicted to be reasonable if good practice and mitigation measures are implemented*
- *Sheet piling noise is predicted to infringe the limits at four neighbouring buildings, with measures proposed to manage associated effects.*
- *Construction vibration is predicted to comply with the cosmetic damage limits at all neighbouring buildings*
- *Vibratory sheet piling is predicted to exceed the vibration amenity limit at the AON building. Vibratory sheet piling will only occur outside typically business hours when the building is mostly unoccupied. Based on this the effects are considered reasonable.*

With respect to construction noise, the acoustic report includes a range of mitigation measures to be included in the construction methodology such as screening or noise barriers where possible, concrete cutting enclosures, specific equipment selection, restricted working hours and monitoring. This ensures that any potential adverse noise and vibration effects on the environment are minimised to the best practicable level, whilst providing for temporary construction works to facilitate a level of development anticipated by the zone. The proposed methods have been carefully considered to ensure unnecessary noise and vibration to neighbouring properties are

minimised but as with other projects throughout Auckland, construction effects are unavoidable and are necessary to facilitate ongoing development.

A final DNVMP and CNVMP will be implemented in order to manage construction activities on site and to meet the requirements of s16 of the RMA. A draft DNVMP and CNVMP enclosed as Appendix 16. This includes the identification of the sensitive receivers, the performance standards that must be complied with, noise and vibration monitoring, mitigation consideration including contingency measures and best-practice measures, and communication, consultation and complaints response protocols.

It is important to note that the Site is located in a high noise environment. This is reflected in the noise levels permitted in the City Centre Zone which is generally higher than other zones more sensitive to noise.

Overall, when having regard to the city centre environment, the proposed mitigation and the implementation of a DNVMP and CNVMP, adverse effects on the environment and neighbours can be managed. The construction noise and vibration effects associated with the development will not be significant and considered appropriate for the scale and nature of the development and the site's location within a high noise environment.

8.7.2 Operational Noise and Vibration

As a mixed-use development containing a number of activities such as residential, food and beverage, retail and offices, noise will be generated by occupants and visitors with people and vehicles arriving and departing at the Site and general noise from activities occurring within the Site. The uses are not considered to involve noisy activities that would generate a level of noise that would cause nuisance effects or generate an unreasonable emission of noise.

With respect to the retail activities, in particular food and beverage, there is potential for the individual retail tenancies to involve the use of amplified music. Any such amplification of music is expected to be of a low level only and would generally be internal to the building at a background level only. It is not expected to be discernible to any people or property beyond the site itself or to cause any nuisance effects. The operators may need to moderate the level of music noise at night to ensure compliance.

Section 5 of the acoustic report prepared by MDA provides an assessment of the operational noise of the proposed development. Overall, MDA concludes that:

- *Environmental (operational) noise emission is predicted to comply.*
- *Building envelope and internal sound insulation for residential apartments will be designed to comply.*

Based on this advice and having regard to the considerations above, it is considered that operational noise arising from the mixed-use development will be within permitted limits and that an appropriate acoustic environment will be maintained.

8.8 Other Construction Related Effects

The City Centre Zone anticipates the demolition of buildings in preparation of redevelopment of city centre sites, specifically in this case for the redevelopment of the Site with comprehensive mixed used tower development.

The demolition of the building is a temporary activity, and suitable measures have been included within the draft CTMP (**Appendix 7**) and a draft SCDMP (**Appendix 8**) to mitigate effects on pedestrian safety and the amenity of surrounding properties and the transport network. While the demolition of the building and subsequently the construction of the development will result in temporary changes to the public realm, notably road closures, clear alternative routes will be provided so that adverse effects relating to the surrounding transport network are mitigated so that pedestrian and vehicle movements are still safe and efficient.

Further a Dust Management Plan (**Appendix 19**)and Asbestos Management Plan (**Appendix 20**) is proposed to ensure that the amenity of the pedestrians and road users and surrounding properties are maintained throughout the demolition and construction process.

The Site is intended to be developed soon after demolition and is not envisioned to be used for temporary or permanent car parking. Where possible, the demolished materials are to be repurposed and reused or recycled.

Considering the large scale of this Project, the actual construction of the Project will be coordinated and constructed progressively. At this stage, a contractor to undertake the physical construction activities associated with the Proposal is yet to be appointed. However, it is expected that the appointed contractor will prepare a final CMP. This will outline the final construction staging, construction laydown areas, any temporary hoarding required for health and safety purposes and series of best practicable options to be implemented on Site which will be appropriate for avoiding adverse effects on the adjacent and wider environment. To support the resource consent application, a draft CMP is provided (**Appendix 9**) which details the principles, practices, and procedures to be implemented to manage, remedy, and mitigate potential adverse effects during construction.

Overall, having regard to the above and noting that finalised management plans are provided and adhered to, it is considered that any potential adverse effects arising from demolition and construction activities will be appropriately avoided and mitigated.

8.9 Excavation and Bulk Earthworks

As set out above, bulk earthworks are required for the construction of the Project, principally involving the basement excavation but also in surrounding roads, associated with demolition. Effects arising from these excavations are assessed below.

8.9.1 Sedimentation

An erosion sediment control report has been prepared by T+T and included as **Appendix 11**. This report outlines the extent of earthworks proposed, indicative earthworks methodology, earthworks programme and erosion and sediment control measures in accordance with GD05 to be implemented on site over the demolition, earthworks and construction phase, and these are also illustrated on the preliminary erosion and sediment control plans. A finalised set of erosion and sediment control plans will be further developed by the appointed contractor.

It is expected that sediment generation will be minimal during the demolition and construction stages. The bulk earthworks phase is anticipated to take at least 15 months (6 months for enabling works, and 9 months for excavation) to complete. While the timing of this depends on the appointed contractor's construction methodologies, this will occur during earthworks season (1st

October to 30th April) as far as practicable. However, should bulk earthworks occur during the winter months, additional erosion and sediment control measures will be implemented.

Having regard to the above, and noting that best practicable erosion and sediment control measures will be implemented on site, it is considered that any adverse effects of sediment generation will be minimised.

8.9.2 Geotechnical and Site Stability

Earthworks and excavations across the Project Area are proposed to facilitate the basement excavation including the installation of civil infrastructure. The geotechnical report by T+T in Appendix 12 provides a detailed analysis of subsurface conditions beneath the site and a suite of recommendations for the detailed design of retaining walls, foundation design options and settlement monitoring together with recommended methodologies during basement excavation to ensure that land and slope stability is maintained. These recommendations are endorsed by the applicant.

The geotechnical report overall concludes that there are no significant geotechnical hazards and by implementing the recommendations contained within the T+T report, the development is unlikely to be affected by significant geotechnical hazards nor will the development worsen, accelerate or result in material damage.

In reliance on this advice from T+T and noting that the suite of mitigation measures recommended are endorsed by the applicant, it is considered that any adverse geotechnical and land instability effects will be avoided or mitigated.

8.9.3 Groundwater

As identified in the AUP, groundwater diversion has the potential to impact the groundwater regimes, surface water bodies, neighbouring structures and services and on people and communities.

Having regard to the groundwater drawdown assessment undertaken by T+T included in Appendix 12 and when taking into account ground deformations on the surrounding land, buildings and underground services, it is considered that any potential drawdown and settlements effects are within the acceptance criteria for both structures and infrastructure. A draft Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) is provided in Appendix B of the T+T report (Appendix 12) to provide monitoring of the basement excavation works and surrounding areas to assess if the ground and groundwater conditions are consistent with the design analyses and the response of structures are within design tolerances. The GSCMP also include actions where wall deflection or settlement of monitoring points exceeds proposed alert and alarm limits.

It is acknowledged that potential groundwater drawdown may have an effect on Mana Whenua values. Relevant iwi authorities have been consulted in relation to this project in particular the proposed groundwater drawdown. Out of the 16 iwi groups consulted, representatives of Ngāti Te Ata Waiohua had responded and requested an on-site hui. Consultation with iwi is ongoing and the responsibility for assessing impacts on cultural values ultimately lies with iwi as mana whenua of this area.

Overall, and subject to the GSMCP being implemented, it is considered that any adverse drawdown and settlement effects associated with the basement excavation are appropriately mitigated.

8.9.4 Archaeology

Clough & Associates has undertaken archaeological investigations across the site and an Archaeological Assessment for the proposal is enclosed as **Appendix 21**

In summary, and in reference to Figure 27 of the archaeological report, there is one recorded archaeological site in the Project Area, R11/3458, associated with the Auckland Graving Dock. Clough & Associates notes that there is also potential for both 19th and early 20th century remains such as seawalls, building foundations, historic artefacts, drainage pipes and other features within the Project Area.

In relation to R11/3458 Auckland Graving Dock, Clough & Associates conclude the following:

> *The archaeological value of sites relates mainly to their information potential, that is, the extent to which they can provide evidence relating to local, regional and national history using archaeological investigation techniques, and the research questions to which the site could contribute. The surviving extent, complexity and condition of sites are the main factors in their ability to provide information through archaeological investigation. For example, generally pā are more complex sites and have higher information potential than small midden (unless of early date). Archaeological value also includes contextual (heritage landscape) value. Archaeological sites may also have other historic heritage values including historical, architectural, technological, cultural, aesthetic, scientific, social, spiritual, traditional and amenity values.*
>
> *Overall, site R11/3458 is considered to have moderate archaeological/historic heritage value based on the criteria discussed, as it was designed by a well-known and renowned engineer, William Errington and was the first graving dock constructed in Auckland. As the dock was demolished, and in terms of information potential there are detailed historical records available on its design and specified construction materials, the overall significance is lowered, although any extant remains will have some value.*

Due to the depth of excavation proposed to facilitate the basement, the proposed works will effectively destroy the recorded archaeological site R11/3458 and any other unrecorded archaeological/historic heritage remains that may be present within the Project Area. It is proposed to mitigate the effects of the proposed works on archaeological and other historic heritage values through the recording of any surviving remains of the archaeological site (R11/3458) along with additional information to be gained through the recording and sampling of reclamation fill to provide information on late 19th century and early 20th century activities associated with the Auckland waterfront. An Archaeological Authority to Modify will be obtained from Heritage New Zealand Pouhere Taonga prior to any earthworks commencing within the extent of R11/3458.

As the Project area also contains 19th century and early 20th century reclamation, archaeological monitoring will occur during earthworks including works for the demolition of the pedestrian overbridge and vehicle ramp. Archaeological monitoring will ensure any potential archaeological remains / evidence can be investigated and properly recorded. It is considered that the proposed archaeological monitoring and recording of any identifiable archaeological evidence is considered to sufficiently mitigate adverse effects on archaeological values.

Based on the assessment and conclusions in the archaeological report, the potential adverse effects on archaeological values are mitigated and overall acceptable given the nature of the recorded archaeological site and archaeological monitoring and recording proposed.

8.9.5 Contamination

A Preliminary Site Investigation Report (PSI) by T+T has been prepared for the proposal and this is enclosed as **Appendix 13.** Due to access constraints, current building foundations, and the fact that the existing carpark building remains operational, soil and groundwater sampling to support a Detailed Site Investigation (DSI) has not been completed and will be provided as a condition of consent.

The Site is on reclaimed land and has been used for a wide range of commercial purposes including port activities which indicates that HAIL activities have been undertaken on this piece of land. While a DSI has not been completed, T+T has reviewed site investigation data from surrounding area and results from sampled reclamation fill extents indicated that reclamation fill was generally found to contain low concentrations of metals and PAHs which typically comply with the relevant acceptance criteria for the protection of both human health and the environment. Encountered fill containing industrial and demolition waste on the other hand has been found to contain elevated concentrations of metals and PAHs, and in some cases included TPH and/or the presence of asbestos. However, underlying natural soils are expected to yield concentrations within natural background ranges, i.e. uncontaminated.

As a DSI has not been completed, a preliminary Contaminated Site Management Plan (CSMP) (**Appendix 14**) has been prepared which outlines procedures to manage potential ground contamination effects on human health and the environment during ground disturbance activities associated with the proposed site development works and include requirements for pre-works sampling and testing prior to earthworks commencing.

On this basis and by implementing the measures contained within the CSMP during the earthworks phase, it is our overall conclusion that any adverse effects on human health and the environment will be avoided, remedied or mitigated.

8.10 Servicing and Infrastructure

The provision of infrastructure to service the development has been considered in the documentation prepared by T+T and as set out in section 5.4 of this report. The T+T Civil Infrastructure Reports and Associated Plans Package included as **Appendix 10** confirm that the development can be adequately serviced in terms of stormwater, wastewater, water supply and other utilities and telecommunications. It is noted that the total impervious area of the land subject to this application will decrease due to the proposed landscaping within the development.

8.11 Natural Hazards

Based on a flood hazard and risk assessment undertaken by T+T, potential adverse coastal inundation and flooding effects for the development and arising from the development on adjoining properties will be appropriately mitigated. Flood barriers will be provided (at the lane entrances) to prevent flood waters entering the basement. In relation to flood effects on other properties, T+T identifies that both qualitatively and quantitatively (using model) that there will be no flood effects on other properties. In particular, because there are no changes in hydrological land use and notable changes to the landform. Further, changes to the property footprint have been assessed using the flood model to compare pre-development and post-development flood levels and flood depths which show that all will be less than 0.02m and located outside the Site.

Overall, the development has been designed to accommodate coastal and flood hazards at their existing location and extent.

9.0 Statutory Documents (Section 104(1)(B))

9.1 Auckland Unitary Plan (Operative in Part)

9.1.1 Weighting of Proposed Plan Changes: Plan Change 78

The Act requires that that before a plan change becomes operative, any resource consent application is considered against the provisions of both the operative plan and any relevant proposed plan change. In this case, the provisions of PC 78-83, notified on 18 August 2022, are relevant to this application.

PC 78 is an Intensification Planning Instrument ('IPI') prepared under section 870F, and seeks to give effect to the NPS-UD and incorporate the MDRS into relevant residential zones. Other related plan changes, PC 79-83, have also been notified.

With regard to the assessment of an application for resource consent and the decision-making process, where an application is being assessed under the AUP (OP) and PC 78-83, it is standard practice to establish a weighting of any proposed plans. More weight should generally be placed on the provisions of an operative plan until such time as a proposed plan change has advanced sufficiently through the statutory process, although this is not the only criterion.

Weighting becomes relevant in the event that different outcomes arise from assessments of objectives and policies under the operative and proposed provisions. Other than PC 78 increasing the AUP's support for increased intensity to support a well-functioning urban environment, it is not considered that different outcomes would arise between the operative plan provisions and proposed provisions under PC78, and accordingly greater weight should be applied to the operative provisions as PC78 has not advanced sufficiently (i.e., hearings have not been completed) through the statutory process.

9.1.2 Objectives and Policies of the Auckland Unitary Plan (Operative in Part)

9.1.2.11 Regional Policy Statement

While the relevant district plan sections of the AUP(OP) (as outlined below) are considered complete, the objectives and policies of the Regional Policy Statement (RPS) that are considered to be relevant to the proposal under section 104(1)(b)(v) these are assessed below. The following assessment provides an outline of the relevant provisions and planning assessment.

B2 – Urban Growth and Form

The Project is considered consistent with objective B2.2.1(1), which seeks to achieve a quality urban form within a high-quality urban environment. The re-development of the Downtown Car Park Site within the Auckland city centre will include high-quality mixed-use buildings with a significant new public realm including an extensive new laneway network and civic space – Te Urunga Hau / the Urban Room.

The Project will stimulate greater productivity and economic growth in this part of the Auckland city centre and support the effectiveness and success of public transport in this location. The

Waitematā (Britomart) Train Station and ferry and bus services are within walking distance to the site and the land use diversity of this project in terms of commercial use (food and beverage, retail, and office), high rise and low rise residential use and public open spaces will enable social and economic vitality. Cultural vitality is provided through the integration of Te Aranga Design Principles along with input from Haumi and Ngāti Whātua Ōrākei input to the proposal developing Tikanga Māori Cultural narrative. As such, the proposal gives effect to the policy framework of policies B2.2.2(4), (5) and (6) because such urban growth and intensification will be contained within the core of the centre (ie. within the Rural Urban Boundary) and higher residential intensification is enabled within Business City Centre Zone. Further, the re-development of the Site from a car park to a commercial building will create increased employment and commercial opportunities for future demand consistent with objective B2.5.1.(1) and (2), including concentrating additional commercial growth in the city.

Objectives B2.7.1(1) and (2) will also be given effect to with the creation Te Uranga Hau / the Urban Room which will be publicly accessible and generously sized to meet recreational needs of people and communities. This will connect and complement the existing open spaces along the Waitemata Coastline ensuring public access is enhanced to Auckland's Waterfront.

B3 – Infrastructure, Transport and Energy

The objectives and policies for infrastructure under B3.2.1 and B3.2.2 are principally focused on ensuring that the importance of infrastructure is recognised and appropriate provision of such infrastructure. With reference to objective B3.2.(1), the development and upgrading of infrastructure (as necessary) is enabled, which in this case includes the necessary reticulation system to service the Proposal and achieving the necessary connections to existing bulk infrastructure.

While the proposal does not include any land use and development that would give rise to reverse sensitivity effects on the existing infrastructure, the site could be subject noise from port activities and commercial activities. Internal acoustic insulation and ventilation is provided for all units and no balconies or private outdoor spaces are proposed for the majority of the apartments so the noise effects of commercial and port activities are avoided or mitigated to further reduce any reverse sensitivity effects in line with policy B3.2.1(6).

With respect to transport objective B3.3.1(1), the Proposal is consistent with this objective as the proposal provides laneways through the Project site to a standard that can safely support the movement of people, goods and services in an efficient and effective manner. This is anticipated by the Downtown West Precinct and the removal of the car parking building will inherently decrease the vehicular traffic movement across the Site thereby creating a safer traffic environment and will foster the potential uptake of public transport noting the site's close proximity to Britomart Train Station.

B5 – Historic heritage and special character

Historic heritage places contribute to Auckland's distinctiveness as a visitor destination and to its economic vitality. Part of the Site (204 Quay Street) is within the scheduled extent of place of a Category B Historic Heritage Place relating to the former Auckland Harbour Board Workshops (Historic Heritage and Special Character: Historic Heritage Overlay Extent of Place [rcp/dp] - 1969, Auckland Harbour Board Workshops (former)), which is currently occupied by a number of office, food and beverage and retail activities.

As part of the demolition, the pedestrian foot bridge is proposed to be removed with the connection to the heritage building to be disestablished. This will restore the façade of the former Auckland Harbour Workshop Building, and the proposed building on the Site will provide clear distinction for the heritage building. This aligns with Objectives B5.2.1.(1) and (2) and Policies B5.2.2.(8) and (9) which seeks that historic heritage places are protected from inappropriate use and development and provide for restoration where this will not detract from the historic heritage value of the place.

B6 – Mana Whenua

The Project is considered consistent with objectives B6.2.1(1) and (2) and policy B6.2.2(1) through involvement of Ngāti Whātua Ōrākei in the Project and the consultation and engagement with Mana Whenua groups that have occurred to date. The applicant is committed to consult with the iwi representatives and engage with the interested iwi groups on an ongoing basis. This process is also consistent with policy B6.2.2(1) in terms of providing the opportunity for Mana Whenua to actively participate in the sustainable management of natural and physical resources, and building and maintaining partnerships and relationships with iwi authorities.

B10 – Environmental Risk

The proposal will be consistent with Objective B10.2.1(1)-(6) understanding that the Site is subject to identified flood and coastal hazards, and potentially contaminated land. Assessments against the flood hazards has been undertaken, and the design and layout of the buildings respond to and/or accommodate both the overland flow paths and flood plain so that the risk to people and property is avoided or otherwise managed. These management approaches will meet policy B10.2.2(7), (8), and (10).

While the site is subject to Coastal Inundation (1 per cent AEP Plus 1m Control - 1m sea level rise), the buildings within the extent of the inundation have been designed (through the proposed freeboards) in a way that mitigates the adverse effects of the coastal hazard taking into consideration the next 100 years thereby meeting policy B10.2.2(13).

With respect to contaminated land, the implementation of the CSMP (**Appendix 14**) will manage potential ground contamination effects on human health and the environment during ground disturbance activities associated with the proposed Site development thereby meeting policies B10.4.2(1) to (3).

Overall, the proposal has taken into account the effects of climate change on natural hazards, including future climate change sea level rises, therefore meeting the objective and policies of B10.

9.1.2.12 Regional and District Plan Provisions

H8 Business – City Centre Zone

The objectives and policies of the City Centre Zone are contained within AUP (OP) chapters H8.2 and H8.3. In summary, the objectives seek to accommodate growth and the greatest intensity of development in the city centre, creating an attractive place for people to live, work, learn, and visit whilst maintaining and enhancing identified special character areas while respecting its valley and ridgeline form and waterfront setting.

The policies reinforce the objectives and also aim to provide a range of commercial, entertainment, business and educational activities that contribute to the vibrancy and amenity of the city, as well

as a range of living environments and house sizes. The policies also aim to achieve development of quality and design, and to enhance the amenity of and activities along the waterfront, as well as making it a major gateway to Auckland. The policies also enable the tallest building and greatest intensity of developments to occur in the core central business district. A full assessment of each relevant objective and policy is attached as Appendix 22 and a high-level summary is provided below:

- The proposed development is of high quality and considered to fit appropriately within this part of the city centre, reinforcing the quality of development and sense of place.
- The proposed development will replace a car parking building and provide additional commercial and residential floor space and publicly accessible lanes and spaces in the city centre that will provide an attractive place to work, live and gather.
- The location of the proposed development has good connections to public transport (notably Britomart Train Station noting the extension of the rail network through the City Rail Link) and is located within a highly walkable catchment to other services and amenities in the wider city centre area.
- The Proposal includes an extensive new laneway network and civic space – Te Urunga Hau / the Urban Room, a significant new addition to the public realm providing a key pedestrian linkage to the western side of the Auckland Viaduct.
- The proposed development retains wind environments to the surrounding public spaces that are appropriate for their intended uses and does not result in inappropriate shading of public spaces.
- The Proposals responds to Policy 29 where the greatest building heights and greatest density is enabled in the core of the city centre.
- Policy 30 seeks to manage the adverse effects associated by building height and form by transitioning height to the waterfront, protecting sunlight to identified public open spaces, respecting the valley and ridgeline form of the city centre and avoiding adverse dominance and/or amenity effects on streets and public open space. The proposed buildings have been designed to respond to the different edge conditions and contribute to the planned future form and quality, creating a sense of place. In particular:
    - A height transition down from the core of the city centre towards the waterfront (including Viaduct Harbour Precinct to the west) is provided. In particular, the step down in height from T1 to T2 and the location of T2 closer to Quay Street contributes to the transition. The chamfers on both towers also contribute to this height transition.
    - The shading assessment undertaken by McIndoe Urban confirms that the proposal does not cast shade on either of the two identified public open spaces (St Patricks Square and Te Komititanga/Queen Elizabeth Square) at the times of day and year identified by the AUP (OP) provisions. Shading analysis In the Urban Design Assessment also addresses shading on streets and other public spaces. No identified viewshafts are affected.
    - The towers will be seen in the context of the emerging built form (both existing and consented development) within this part of the city, with greater height centred on the Hobson Street-Federal Street ridge while respecting Queen Street valley and waterfront setting.

- The scale, form and design of the podiums are well designed and delivers human scale at the street edge with the scale, form and design of the towers above being elegant and slender. Adverse effects of dominance and amenity effects on streets and public open space will be avoided through, in particular the set back of the towers and the design of the podia.

Having regard to the above, it is considered the proposed development is in accordance with the objectives and policies of the City Centre zone.

I205 Downtown West Precinct

The Downtown West Precinct is located within the heart of the city centre waterfront, between the established Viaduct Harbour Precinct and regenerating Britomart Precinct. These provisions guide the form and qualities of development within the precinct and, in containing specific provisions within the AUP for the site and locality, in our view are important to the consideration of this application.

The proposed buildings will include a mix of uses ranging from the retail on the ground floors, and commercial and residential activities within two towers. It involves a form of development that provides extensive connections through the site and interfaces with external public places. The proposed built form and scale will be well integrated into the Auckland city centre and adjoining Viaduct Harbour. For these reasons, the Proposal achieves objective I205.2.(1) and policy I205.3.(1).

The inclusion of Te Urunga Hau / the Urban Room, a new high quality public space between the towers, along with new pedestrian access points along Lower Hobson Street to the west and Custom Street to the south, will enhance the pedestrian connectivity to the Auckland CBD and the waterfront to meet objective I205.2.(2) and policy I205.3.(2) & (3). Further, the new pedestrian accesses along both Lower Hobson Street and Customs Street provide excellent pedestrian connectivity and accessibility through the site as well as improved access to Britomart Transport Centre. The new pedestrian accesses further support the functionality of the area's transport interchange to meet objective I205.2.(3) and policy I205.3. (2).

Overall, for the reasons given above, we consider the proposal will give effect to the objectives and policies of the Downtown West Precinct.

D17 Historic Heritage Overlay

The objectives and policies for Historic Heritage Overlay seek to protect, maintain, restore and conserve scheduled historic heritage places. Through the objectives, the places are also sought to be protected from inappropriate use and development, including inappropriate modification, demolition or destruction.

The policy provisions (D17.3(8) to (11)) clearly “enable”, “support” and “provide for” modifications and development to scheduled historic heritage places where they will contribute to ongoing maintenance and enhancement of the values of the place; does not compromise the ability to interpret the place; and secures the long-term viability and retention of the place.

The remediation works to the façade of the former Auckland Harbour Board Workshops enhances the building’s heritage values and fabric. The proposed modifications match the existing windows that are original and involves replacing non-original fabric with more appropriate fabric and reinstating lost elements demonstrated in the original plans for the building.

Overall, it considered that the Proposal is consistent with the policy direction for modifications to a scheduled historic heritage place and will give effect to the objectives to protect, maintain and enhance the values of the place.

E7 Taking, using, damming and diversion of water and drilling

The policy relating to groundwater that is considered to be most relevant to this proposal is set out in section E2.3(23) and is to require proposals to ensure that adverse effects are avoided, remedied and mitigated with respect to scheduled historic places and sites and places of significance to Mana Whenua; people and communities; flooding is not caused or exacerbated; monitoring is incorporated where appropriate; and mitigation is incorporated where appropriate.

Having regard to the assessment provided by T+T, it is considered that any potential drawdown and settlement effects related to groundwater diversion will be acceptable, such that it is considered that the proposal is in accordance with this policy.

E11 (Regional) & E12(District) Land disturbance

The objectives and policies for land disturbance seek to ensure that land disturbance is undertaken in a manner where the safety of people is protected and adverse effects on the environment are avoided, remedied or mitigated. In our view, the proposal will give effect to these objectives and policies for the reasons below:

- The land subject to earthworks is not located within any overlays associated with natural heritage, mana whenua, natural resources, historic heritage or special character. The earthworks therefore will not adversely affect the matters associated with these overlays (Policy E12.3(1)).
- The Council's Geomaps viewer confirms that there is no Mana Whenua cultural heritage within the site itself or in close vicinity.
- An Archaeological Authority to Modify will be obtained from Heritage New Zealand prior to any earthworks commencing within the extent of R11/3458.
- The geotechnical report in the application material confirms the Site is not subject to instability and provides a suite of recommendations that are accepted by applicant to ensure the stability and safety of surrounding land, buildings and structures, thereby giving effect to Policy E11.3(6) and Policy E12.3(6).
- The implementation of a suite of erosion and sediment control measures in line with GD05 will ensure that sediment runoff or discharge will be suitably mitigated and minimised (Objective E11.2.(3)).

Overall, the relevant Land Disturbance (Regional and District) objectives and policies will be met.

E23 Signs

The objectives for signs seek to ensure that comprehensive development signage contributes to the social and economic well-being of communities through place identification, and advertising goods and services. They should also be managed to maintain traffic and pedestrian safety, historic heritage values and the visual amenity of the surrounding environment.

The proposed signage is considered to be consistent with these desired outcomes. The elevation drawings demonstrate that the signs on the exterior of the buildings do not visually dominate the

façade on which they are located. Content for this signage is yet to be developed and is expected to be designed in collaboration with future tenants. However, given that the Project includes office, retail and food and beverage activities, it is a reasonable expectation that this will feature the name or logo (or both) of the retailer and company occupying part of the building and a style of design that reflects their particular branding. A condition of consent is proposed to ensure that the final design details of all signage are appropriate and commensurate with a city centre environment.

Overall, the relevant signage provisions are considered to be met to the extent that visual amenity, traffic and pedestrian safety will be maintained.

E25 Noise and vibration

The objectives and policies seek to manage the levels of noise and vibration created by activities to limit adverse effects of noise and vibration on amenity values, human health and to protect existing noisy activities from reverse sensitivity effects.

It is anticipated that both the commercial and residential aspects of the project will not exceed maximum noise limits in the AUP (OP). It is noted that the site is located in the core of Auckland city centre, which has higher ambient background noise levels than areas outside of the city centre. As such, noise from commercial activities and port activities are reasonably expected. However, to mitigate any reverse sensitivity effects, the apartments have specific façade and internal acoustic design to ensure that suitable internal acoustic amenity are provided and occupants are protected from unreasonable levels of noise and vibration. In addition, no balconies or outdoor spaces are provided for most the apartments so that the noise effects of commercial activities are avoided to further reduce any reverse sensitivity effects. For these reasons, the proposal accords with objectives E25.2(1) and (3) and policies E25.3(1) to (3).

Construction noise is an inherent part of development in any environment and this is not considered to be an unacceptable outcome. The Assessment of Noise and Vibration Effects by MDA predicts that noise and vibration from construction will generally comply with limits set out in the Chapter E25 although there will be some instances where the construction noise levels are exceeded to some adjacent properties. The assessment concludes that effects of the development will be acceptable in this environment subject to mitigation measures such as use of quieter equipment, installation of noise barriers and preparation of a DNVMP and CNVMP. This accords with policy E25.3(10) which allows for mitigation of the adverse effects of noise and vibration from construction, maintenance and demolition activities. Provided that these measures are secured via conditions of consent, it is considered that the proposal will meet the objectives and policies of protecting people from unreasonable noise and managing adverse effects.

E27 Transport

The transport objectives and policies seek to encourage that land use and transport (including public transport, walking and cycling) is integrated in a manner that enables adverse effects of traffic generation on the transport network are managed in a manner that supports urban amenity, efficient use of land and the functional requirements of activities. In addition, the objectives and policies ensure that parking and access is designed, located and accessed safely and efficiently for pedestrians and vehicles within and outside the Site.

The proposal is considered to be consistent with these objectives E27.2(1), (2) and (5) and policies E27.3(2) and (3) as vehicular, cycling and walking transport modes are integrated into the

development and has also been comprehensively designed to provide cycling and walking connections with the surrounding road network and connectivity to the Britomart Train Station noting the extension of the rail network through the city rail link.

A significant new public realm will be provided within the development including an extensive new laneway network and civic space which will provide improved pedestrian connection and activation within the area. Further, the proposed development will significantly reduce the number of car parks which ultimately will reduce the traffic movements from the Site and increase traffic safety which accords with objectives E27.2(3) and policies E27.3(4) and (17).

Overall, the relevant transport objectives and policies will be met.

E30 Contaminated land

The objectives and policies for contaminated land seek to manage discharges of contaminants to protect the environment and human health, and enable land to be used for suitable activities now and in the future.

The proposal will meet these provisions as the discharge of contaminants from contaminated land into air, water or into land and will be managed to protect the environment and human health via the measures outlined in the CSMP.

Overall, the relevant contaminated land objectives and policies will be met.

E36 Natural hazards and flooding

The proposal involves the construction of new buildings within the mapped extent of the flood and coastal hazards. However, the design and layout of the buildings will be designed to respond to and appropriately accommodate both the overland flow paths and flood plains, and the potential for coastal inundation, to ensure the risk to people and property is avoided or otherwise managed. The buildings will be designed to allow for safe egress from the site, either by foot or car, during an extreme event, and will include a suitable freeboard above the predicted flood extent, thereby ensuring the safety of future occupants.

Given the above, it is expected that effects on public safety from the development will be appropriately managed, and the layout has been designed to accommodate coastal hazard and the flood hazards at their existing location and extent.

Overall, the relevant natural hazards and flooding objectives and policies will be met.

E40 Temporary Activities

The objectives and policies for temporary activities adopt an overall enabling approach but seek to ensure that adverse effects on the environment are minimised, managed and mitigated. In summary, we consider the Proposal will give effect to these provisions because:

- Adverse construction noise and traffic effects arising from the temporary construction activities proposed will be appropriately managed and mitigated with best practicable measures and will be minimised as far as practicable.
- Construction activities are planned during standard days and hours of construction to ensure that an acceptable level of amenity will be maintained. Given the city centre environment, noisy construction activities and the removal of structures where full road closures are anticipated will be undertaken outside business hours as far as practicable to minimise disruption.

- A series of management plans in relation to construction management, construction traffic and noise (both demolition and noise) are proposed as conditions of consent which will ensure that construction effects of this nature will be appropriately avoided where practicable, or mitigated and minimised where avoidance cannot be practically achieved.
- While being carried out over a 7-year period, the demolition and construction activities are over a large area and will not impact on specific adjoining properties for the full duration.

Overall, the relevant Temporary Activities objectives and policies will be met.

9.2 Relevant Rules and Assessment Criteria of the Auckland Unitary Plan (Operative in Part)

The AUP (OP) specifies standards, matters of discretion and assessment criteria to be considered in assessing applications for specific consent matters. These provisions largely cover the same matters that have been discussed and assessed in the above report, pertaining to environmental effects and the objectives and policies of the Plan. While this resource consent application is discretionary overall, the matters of discretion and assessment criteria provides relevant matters to be considered. Additional assessment is provided below.

With respect to the Business – City Centre Zone and Downtown West Precinct standards, the proposal requires consent for the following:

- Construction of new buildings and alterations and additions to buildings not otherwise provided for
- Demolition of buildings
- Non-compliance with Harbour Edge Height Control Plane
- Transfer of heritage floor space as bonus floor area
- Public open space as bonus floor area including infringement to verandah standard
- Dwellings as bonus floor area
- Infringements to standards:
    - Maximum tower dimension and setback from the street;
    - Verandahs;
    - Minimum floor to floor height;
    - Wind;
    - Outlook space; and
    - Minimum dwelling size;
- Downtown West Precinct
    - New buildings and alterations and additions to buildings;
    - Open space;
    - Vehicle, cycle and pedestrian connections; and
    - Development that do not comply with Pedestrian connections standard

9.2.1.13 New buildings and alterations and additions to buildings not otherwise provided for in the City Centre Zone and Downtown West Precinct

Matters of discretion and criteria for assessing new buildings and alterations and additions to building not otherwise provided for in the City Centre Zone and Downtown West Precinct are set out in Standards H8.8.1(1), H8.8.2(1), I205.8.1(1) and I205.8.2(1). These include design and external appearance; form and design of buildings adjoining historic heritage place; design of parking, access and servicing; design and layout of dwellings; and functional requirements. The purpose of controlling new buildings and alterations and additions in the City Centre zone is to manage the scale of development and ensure new buildings successfully integrate with the city centre's existing and planned built form and public realm to create an attractive and recognisable skyline.

Having regard to the relevant effects assessment above and the Urban Assessment prepared by McIndoe Urban, the following comments are made:

- The building design and external appearance of the podium buildings provides human scale and an activated street edge. Together with Te Urunga Hau / the Urban Room, the development will significantly enhance the local streetscape at this part of the city, contributing to a sense of place.
- The towers above the podium buildings are designed to be slender with chamfers at the top of the towers to provide a tapered form which will contribute to the city centre's skyline.
- The podium buildings have clearly defined entrances with separate commercial and residential lobbies provided as well as separate entrances to retail tenancies. The ground floor of the building is slightly above the street level at Lower Hobson Street due to flood constraints. However, the key entry points have been designed to be legible and inviting thereby creating a positive frontage notwithstanding the level difference.
- The modifications to the HSBC and Aon podia are considered to be an improvement and will enhance the visual amenity at Lower Albert Street and corner of Lower Albert Street and Customs Street West through the reconfiguration of the stairs and new canopy.
- Blank walls are avoided on all levels of building frontages to streets and public open space by locating servicing and plant rooms within the Site, away from public view. Where walls are fronting streets or other public open space, hard and soft landscape elements are proposed along the façade to create visual interest.
- Visual interest is achieved through varying form, material and finishes and subtle colour variation proposed.
- Cantilevered balconies are avoided and apartments are accessed from internal corridors as opposed to external breezeways.
- The proposed signage zones are designed as an integrated part of the building façade.
- The Project is guided by cultural narratives developed in collaboration with design partners, Haumi and Ngāti Whātua Ōrākei. This is discussed in more detail in the Architectural and Landscape Report included as Appendix 4D.

- The Project has provision for vehicle accesses from both Quay Street and Customs Street West with loading provided on Site to recognise the functional requirements of the activities proposed.
- The podium buildings are designed to achieve human scale with T2 setback 4.5m from the street to minimise dominance effects to 204 Quay Street.
- No at grade parking spaces are provided with all parking spaces located internally and screened from public view. Separate vehicle and pedestrian accesses are provided.
- Suitable provision is made for on-site rubbish and recycling storage is provided within the basement to service the development. The provision of a waste management plan is proposed to be a condition of consent.
- As detailed in the Civil Report and Integrated Transport Assessment included in **Appendix 10** and **Appendix 7** respectively, the Project is able to adequately served by wastewater and transport infrastructure.
- The dwellings have been orientated to maximise outlook and daylight access. This, together with the communal amenities provided will provide good-quality living environments for future residents, in conjunction with the development's location with respect to local amenities and public transport.

Based on the assessment provided above and noting majority support at TAG 04, it is considered that the proposed development is a of high quality urban design that accords with the relevant assessment criteria for new buildings and alterations and additions not otherwise provided for in the City Centre Zone and Downtown West Precinct.

9.2.2 Demolition of buildings

Matters of control and criteria for assessing the demolition of buildings provided for in the City Centre Zone are included in Standards H8.7.1(1) and H8.7.2(1). Having regard to the relevant matters of control and assessment criteria, the following comments are made:

- The demolition of the building is a temporary activity, and suitable measures have been included within the CTMP (**Appendix 7**) and a draft SCDMP (**Appendix 8**) to mitigate effects on pedestrian safety and the amenity of surrounding properties including the transport network. While the demolition of the building will result in some temporary changes to the public realm, notably road closures, clear alternative routes will be provided so that adverse effects relating to the surrounding transport network are mitigated so that pedestrian and vehicle movements are still safe and efficient.
- Where possible the demolished materials are to be repurposed and reused or recycled.
- The Site is intended to be developed soon after demolition, subject to approval of resource consent for the proposed development, and is not envisioned to be used for temporary or permanent car parking.

Based on the assessment provided, it is considered that the demolition of the existing Downtown Carpark building accords with the relevant assessment criteria provided for in the City Centre Zone.

9.2.3 Harbour Edge Height Control Plane

The purpose of the Harbour Edge Height Control Plane ("**HEHCP**") in Standard H8.6.5 is to:

manage the scale of buildings at the western end of Quay Street to:

- *to provide a transition in building height from the core central business district to the waterfront;*
- *maximise views between the harbour and the city centre; and*
- *reinforce the Quay Street east west connection running from the corner of The Strand and Quay Street to the east and Jellicoe Street in Wynyard Precinct to the west by the alignment of tall building frontages.*

The policy direction in the AUP (OP) enables the greatest building heights and density in Auckland to occur in the City Centre core. The Site is located within a Special Height Area where the greatest building heights are enabled. Building height is managed by the AUP (OP) St Patrick's Sunlight Admission Control, and moderated by the HEHCP.

The proposal infringes the standard and the exception to the HEHCP given both towers extend beyond the 60m + 45° plane from the centreline of Quay Street. However, the proposal provides continuous north-south open space "corridors" of 23% thereby meeting the 15% requirement in Standard H8.6.6(1)(a). The matters of discretion and assessment criteria contained in Standards H8.8.1(8) and H8.8.2(8) for assessing the exception to the HEHCP standard provides relevant matters to be considered despite the infringement to the HEHCP being discretionary overall.

Having regard to the purpose of the rule, the relevant assessment criteria and AUP (OP) objectives and policies and the comprehensive assessment undertaken by McIndoe Urban and Isthmus, the following comments are made in relation to the HEHCP:

- Transition: The towers have been designed to achieve a height transition from the core of the city centre towards the waterfront. In particular, the stepdown in height from T1 to T2 and the location of T2 closer to Quay Street contributes to the transition. The chamfers on both towers also contribute to this height transition.
- Maximise views: Views between the harbour and city centre core will be retained despite the infringement through the gaps between the towers. The towers are separated by at least 17m with a setback of at least 10m from HSBC and Aon buildings. While the AUP(OP) acknowledges that it is not the intention of the HEHCP to protect views from private property to the harbour, the separation provided between the towers and existing development contributes to north south views across the Site.
- East-west connection: The proposed towers will reinforce the line of 'tall' buildings along Quay Street.
- Visual profile: As assessed in detail in the Landscape Assessment undertaken by Isthmus, the proposed towers will be of scale, bulk and appearance which represents a visually compatible addition to the city centre.
- Waterfront amenity: The shading assessment undertaken by McIndoe Urban confirms that additional shading to the waterfront will be minimal. The setback of the towers from the waterfront will minimise any perceived dominance effects associated with the building bulk penetrating the HEHCP.

- **Streetscape and street corners:** The podium buildings have been designed to provide human scale with the towers above setback from the street frontage to ensure the development is consistent with the scale, visual harmony and form of the existing streetscape.
- **Effects on surrounding properties:** The buildings have been designed to ensure adequate light, space and generally amenity is achieved around the development through the tower separation provided.
- **Design of upper parts of buildings or structures:** The upper parts of the tower have been carefully designed and will provide a positive contribution to the Auckland skyline. The extension of the glazed façade elements to form the crown together with the chamfers proposed avoids abrupt or arbitrary truncation of the upper parts of the building.
- **Particular constraints:** It is not considered that there are particular Site development characteristics which have constrained the form of development proposed.

Based on the assessment provided above and noting majority support at TAG 04, it is considered that the infringement to the HEHCP accords with the purpose of the Standard and relevant assessment criteria as it relates to the exception.

9.2.4 Transfer of heritage floor space as bonus floor area

The purpose of this standard in H8.6.13 is to "*encourage the retention and enhancement of scheduled historic heritage and identified special character buildings by enabling those buildings to sell or transfer their unrealisable floor space to another site*". Matters of control and criteria for assessing the transfer of heritage floor space is contained in Standards H8.9.1.1(1) and H8.9.1.2(1) and include the use/transfer of floor space on the certificate title. As part of the proposal, the applicant will purchase and transfer 10,070m² of heritage floor space to the site from a donor site.

9.2.5 Public open space as bonus floor area

The purpose of this standard in H8.6.17 is to "*provide additional floor area where a high-quality public open space is incorporated into the development*". Matters of discretion and criteria for assessing the development seeking to obtain public open space as bonus floor space is set out in Standards H8.9.2.1(1) and H8.9.2.2(1). Having regard to the relevant assessment criteria, the following comments are made:

- The public open space is located at the entrance to Te Urunga Hau / the Urban Room and will have good visibility from the street and Te Urunga Hau / the Urban Room thereby ensuring public safety.
- Sunlight access to the space is maximised. At detailed design stage, the placement of seating will be carefully considered so that it is not shaded for long periods of time during winter where practical.
- Seating and landscaping will provide amenity to this space and will be designed to be inviting for future users.
- The public open space will be lit at night.
- Wind tunnel investigations undertaken by Holmes found that wind conditions for part of the public open space to be Category C whereas Category B conditions are required. It is noted

these locations are situated at entry points to the public open space where any seating is unlikely to be located and therefore would be considered acceptable for walking.

With regards to the verandah requirements along the full length of the Lower Hobson Street frontage, the verandah does not extend along the frontage of the public open space but instead wraps around the northern façade of T2. This will ensure that the public open space is more "open" and legible when viewed from the street.

Overall, based on the assessment provided, the provision of public open space as bonus floor space meets the intent of the standard and the relevant assessment criteria.

9.2.6 Dwellings as bonus floor area

Matters of discretion and criteria for assessing the development seeking to obtain dwellings as bonus floor space is set out in Standards H8.9.2.1(6) and H8.9.2.2(6). Having regard to the relevant assessment criteria and assessment provided in section 8.4 above as it relates to residential on-site amenity, it is considered that the residential component of this development provides a high standard of internal amenity and on-site amenity for the future residents. While there are infringements to outlook space and minimum dwelling size standards, McIndoe Urban provide an assessment as follows:

> *1. The extent of non-compliance with the 20m outlook space requirement is minor and limited to a small proportion of apartments. Its effects are inconsequential and compensated for by alternative views from the affected living areas.*
>
> *2. The minor non-compliance of one-bedroom apartments with the minimum dwelling size standard is mitigated by: the shallowness of that apartment plan which offers wide exposure to daylight and views; provision of well-sized and proportioned spaces; and the efficiency of planning and circulation. These factors combine to ensure a suitably high level of functionality and residential amenity.*
>
> *3. The effects of minor non-compliance of some apartments with some standards are inconsequential, and all apartments provide a high level of residential amenity.*

An assessment against the outlook space and minimum dwelling size standards is provided in section 9.2.7 below and it is considered that an equal or better standard of amenity is achieved when compared with a development that complies with the relevant standards.

9.2.7 City Centre Standard Infringements

As identified above, resource consent sought for infringements to maximum tower dimension, setback from the street, verandahs, minimum floor to floor height, wind, outlook space and minimum dwelling size are sought. The relevant matters of discretion and assessment criteria for assessing these infringements are contained in Standard C1.9(3), H8.8.1(6), H8.8.2(6), H8.8.1(9), H8.8.2(9), H8.8.1(10), H8.8.2(10), H8.8.1(11), H8.8.2(11), H8.8.1(15) and H8.8.2(15). Having regard to the relevant matters of discretion and assessment criteria, the following comments are made in relation to the proposed development:

- Maximum tower dimension and setback from the street: The purpose of this standard in H8.6.24 is to "*ensure that high rise buildings are not overly bulky and are slender in appearance; provide adequate sunlight access to streets; provide a consistent human-scaled edge to the street; provide adequate sunlight and outlook around buildings; enable views through the city centre; and mitigate adverse wind effects*". The infringements relating to the maximum tower

dimension and setback from the street standard are assessed in section 2.4 of the Urban Design Assessment. Having regard to the Urban Design Assessment, it is considered that the proposed infringement is appropriate when having regard to the articulation of form of the towers to reduce apparent bulk and reinforce slenderness and the podiums designed to create a sense of human scale at the street edge.

- Verandahs: The purpose of this standard in H8.6.26 is to *"provide pedestrians with weather protection on main streets".* A verandah is provided along Lower Hobson Street however no verandah is provided along Custom Street West. Notwithstanding the absence of a verandah provided along the Customs Street West frontage, weather protection is provided within the development through the podium cantilever and canopy over the entry to Te Urunga Hau / the Urban Room from Customs Street West.
- Minimum floor to floor height: The purpose of this standard in H8.6.27 is to "*ensure the commercial buildings are adaptable to a wide variety of uses over time; and adequate sunlight and/or daylight is provided into the interior spaces of commercial buildings".* The ground floor retail tenancies have been designed with a 4.2m floor to floor height to accommodate and attract a wide range of activities over time.
- Wind: The purpose of this standard in H8.6.28 is to "*mitigate adverse wind effects generated by high-rise buildings".* Wind tunnel investigations have been undertaken by Holmes for the proposal. In summary, the wind tunnel results confirm that most of the locations are suitable for their intended use apart from locations 33, 34, 39, 78 and 160 in which Category D wind conditions are expected on the surrounding streets. Having regard to the investigations undertaken by Holmes, the following comments are made:
    - Location 33 and 34: Existing conditions in the north part of Lower Hobson Street (north-west corner of M-Social) are generally Category D and while one location is shown to be locally windier than existing, conditions overall remain similar to existing. Planting of mature evergreen trees is proposed at this location as a wind mitigation measure.
    - Location 39 and 78: Category D conditions also occur in the existing configuration at Lower Albert Street. Notwithstanding, these two locations are remote from the proposed development to be significantly impacted by the Project.
    - Location 160: Conditions are very marginally above Category C at the south-east corner at Customs Street West and is considered acceptable for a footpath.

Overall, it is considered that adverse wind velocity and turbulence effects in the surrounding pedestrian spaces can be avoided to the extent that an acceptable level of comfort and usability can be maintained for these spaces.

- Outlook space: The purpose of this standard in H8.6.32 is to "*ensure a reasonable standard of visual and acoustic privacy between different dwellings, including their outdoor living space, on the same or adjacent sites; and encourage the placement of habitable room windows to the site frontage or to the rear of the site in preference to side boundaries, to maximise both passive surveillance of the street and privacy, and to avoid overlooking of neighbouring sites"*. There are 75 units within T2 that do not comply with the required outlook space of 20m for the main living spaces with 15.1m to 19.3m provided. Despite the infringements, these units will have generous floor to ceiling height of at least 2.7m and the windows are large enough such that the apartments offer a spacious-feeling and will receive a good degree of natural light.

Alternative outlook spaces from some of the affected living areas are also provided. The 17m separation between the towers will ensure privacy is maintained notwithstanding the outlook space infringement.

- Minimum dwelling size: 42 of the one-bedroom units do not achieve the minimum 50m², with 46m² provided. The following comments are made in this regard:
    - The units have a generous floor to ceiling of 2.7m and a functional apartment layout with enough room for circulation including a space for individual laundries within units. This is discussed in more detail in the Urban Design Report.
    - The provision of a communal resident's lounge and dining room will provide for guests and groups that would otherwise be cramped within the smaller apartments.
    - Dedicated cycle parking and storage facilities within the basement remove the need for storage space within the units.
    - The units are shallow and wide and therefore would benefit from extensive daylight.

Overall, it is considered that the proposal accords with the assessment criteria for standard infringements.

9.2.8 Downtown West Precinct

Matters of discretion and criteria for assessing the provision of open spaces, vehicle, cycle and pedestrian access and circulation, and infringing the pedestrian connection standard are contained in Standards I205.8.1(2), I205.8.2(2), I205.8.1(3), I205.8.2(3), I205.8.1(4), and I205.8.2(4). Having regard to the relevant assessment criteria, the following comments are made:

- Te Urunga Hau / the Urban Room (with part of it to be provided as a public open space bonus floor area) will be a significant new addition to the public realm providing key pedestrian laneway and civic space for people to gather. It will also provide amenity for the future occupants of the site.
- An integrated and efficient vehicular through the utilisation of the existing service lane is provided as part of the development.
- The pedestrian connection provided within Te Urunga Hau / the Urban Room has been designed to be of high quality, safe and legible. It will provide a key pedestrian linkage to the western side of the Auckland Viaduct and will be an extension to the existing laneway network within Commercial Bay to the east. Te Urunga Hau / the Urban Room will also provide north south connection from Federal Street (although not generally aligned due to constraints associated with existing HSBC and Aon buildings) through to the harbour.

Overall, it is considered that the Proposal accords with the assessment criteria contained within the Downtown West Precinct.

9.2.9 Summary

Overall, it is considered that the Proposal is appropriate having regard to the matters of discretion and the assessment criteria of the AUP (OP) under the Business - City Centre Zone and Downtown West Precinct for the reasons described above.

9.3 Objectives and Policies of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

The intent of the NESCS is to provide a nationally consistent set of planning controls and soil contaminant values. It seeks to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed and, if necessary, the land is remediated or contaminants are contained to ensure the land is safe for human use.

The proposed ground disturbance is essential to enabling and facilitating the development of the Site. While a DSI has not been completed given the existing use, T+T has reviewed Site investigation data from surrounding area and results from sampled reclamation fill extents indicated that reclamation fill was generally found to contain low concentrations of metals and PAHs which typically comply with the relevant acceptance criteria for the protection of both human health and the environment. Encountered fill containing industrial and demolition waste on the other hand has been found to contain elevated concentrations of metals and PAHs, and in some cases included TPH and/or the presence of asbestos. However, underlying natural soils are expected to yield concentrations within natural background ranges, i.e. uncontaminated. As such, to address any potential contamination, a preliminary CSMP has been prepared which outlines procedures to manage potential ground contamination effects on human health and the environment during ground disturbance activities associated with the proposed site development works and include requirements for pre-works sampling and testing prior to earthworks commencing. In doing so, the overarching purpose and objective of the NESCS to protect human health will be achieved.

9.4 Objectives and Policies of the National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development (NPS-UD) aims to ensure New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It enables the development of land and infrastructure for urban land uses while recognising the national significance of well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing. For the reasons below in particular, the project aligns with the NPS-UD:

- The Project is a comprehensive development within the Auckland city centre located in an area of very high transport accessibility and overlooking the Auckland waterfront and Viaduct Harbour area which will contribute to achieving a well-functioning urban environment. The Project will enhance and complement the existing Auckland city centre and waterfront area which will in turn contribute to meeting the needs of the growing community within the surrounding areas as well as the wider city (in accordance with Objective 1).
- The development of the Site will integrate well with the existing transport infrastructure noting the significant funding for the City Rail Link as it connects to the Britomart Town Centre (in accordance with Objective 6).
- The Project will support a reduction in greenhouse gas emissions through the reduction in the carpark numbers and by locating employment opportunities and other amenities in close proximity to surrounding residential land uses and public transport again noting the Britomart Train Station along with the City Rail Link (in accordance with Objective 8).

Overall, the Proposal will contribute to a well-functioning urban environment, particularly with respect to its contribution to the scale and diversity of commercial and office activity within the

city centre, which is highly accessible by public transport and contains a range of services. The Proposal will also support the competitive operation of the office development market in Auckland by providing additional supply. For the same reason, the Proposal would make a significant contribution to realising development capacity for business land in the city centre.

9.5 New Zealand Coastal Policy Statement 2011 (NCPS 2011)

The purpose of the NZCPS is to state policies in order to achieve the purpose of the RRMA in relation to the coastal environment of New Zealand.

The NZCPS sets out the relevant issues that are applicable to the coastal environment of New Zealand. Importantly, formulation of policy documents such as regional policy statements and coastal provisions must give effect to the NZCPS provisions. The AUP and ARP: C provisions have been prepared in accordance with the NZCPS and as the consent status of structures and activities within the Coastal Marine Area ("CMA") are either permitted, restricted discretionary or discretionary activities, it is considered that they would be consistent with the objectives and policies of the NZCPS.

The purpose of the NZCPS is to set out a high-level policy framework that achieves the purpose of the RMA in relation to New Zealand's coastal environment. The formulation of policy documents such as regional policy statements and coastal provisions must give effect to the NZCPS provisions.

While the proposal does not involve works within the CMA, the NZCPS is still relevant to this application because the Site is located 100 metres from the inner Waitemata Harbour coastal environment and more generally because the CMA is the receiving environment for eventual stormwater discharges from the Site. Policies 6, 13 and 18 are directly relevant to the Proposal, as stormwater will drain to the existing coastal outlets The following comments are provided with regard to the above-mentioned policies:

- Policy 6: Activities in the coastal environment
    - The development proposal seeks to discharge stormwater through the public reticulated system, and while the stormwater from the site does not directly discharge into the CMA, it is acknowledged that this will eventuate in the coastal environments. As outlined in the Civil Infrastructure Report (Appendix 10), best stormwater management practices will be adopted. Further it is noted that the proposal removes all above grounds car parking and as such high contaminant generating activities are minimised from the stormwater discharges from the site. As such, it is considered that adverse effects from the stormwater activities on the coastal environment are appropriately mitigated.
- Policy 13: Preservation of natural character
    - The proposal sits within a highly modified part of the coastal environment and is appropriate in that context. However, it has avoided physical changes to the coastal environment by setting all buildings away from the coastline preserving the coastal environment.
- Policy 18: Public open space
    - The proposal provides for the social and cultural wellbeing of the community by providing enhanced public open space in an area of the coastline that is currently private. The Te Uranga Hau / the Urban Room promotes improved connections between

the CBD and the waterfront and contributes to Auckland's sense of place through the connection of public places with the Waitematā Harbour.

Overall, given the city centre context of the Site, the natural character of the coastline will be generally preserved noting the proposed buildings are located outside of the CMA and Te Uranga Hau / the Urban Room will provide a public open space and lanes will provide access from the south to the inner Waitematā Harbour and through the Site from the east to the Viaduct Harbour.

9.6 Hauraki Gulf Marine Park Act 2000

The relevant provisions of the Hauraki Gulf Marine Park Act 2000 ("**HGMPA**") that relate to this application include its purpose and the impacts on the management of the Hauraki Gulf. The applicable subsections relating to the purpose of the HMPA aim to integrate the management of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments and to establish objectives for the management of the Hauraki Gulf. Additionally, it is a purpose of the HGMPA to recognise the historic, traditional, cultural, and spiritual relationship of the Tangata Whenua with the Hauraki Gulf and its islands.

The HGMPA addresses similar issues to the NZCPS, however, the HGPMA focuses on the life supporting capacity of the Hauraki Gulf and recreation as reflected in Section 7(2) and Section 8(f). Further, section 10 of the HGMPA requires that the national significance and management directives in sections 7 and 8 are to be treated as a NZCPS for the Hauraki Gulf. This means that the relationship between the Hauraki Gulf, its islands and catchments and the ability of the Gulf to sustain the life supporting capacity of the environment are matters of national significance.

Overall, it is considered that the Proposal will not be contrary to the HGMPA because potential effects on the quality and quantity of water discharged to the receiving environment will be adequately mitigated to ensure that the qualities of the Hauraki Gulf marine area are maintained.

10.0 Other Matters (Section 104(1)(C))

10.1 Non-Statutory Documents

10.1.1 Auckland Future Development Strategy 2023-2053

The Auckland Future Development Strategy 2023-2053 ("**FDS**") incorporates a strategic framework which identifies spatial outcomes and principles for growth within the Auckland region. The FDS identifies four main spatial environments, being existing urban areas, future urban areas, rural areas, and business areas, and also identifies spatial priorities where the greatest benefits of investment can be achieved.

The FDS is underpinned by five key principles in order to achieve a well-functioning urban environment with a quality compact urban form:

- Principle 1: Reduce greenhouse gas emission.
- Principle 2: Adapt to the impacts of climate change.
- Principle 3: Make efficient and equitable infrastructure investments.
- Principle 4: Protect and restore the natural environment.

- Principle 5: Enable sufficient capacity for residential and business growth in the right place at the right time.

Overall, the project is consistent with these principles. In particular, the Site is located within the urban zoned area and will enable capacity for business and residential growth within the Auckland CBD to be realised while contributing to a reduction in greenhouse gas emissions due to the reduction in carparks and the CBD's strategic location close to public transport and amenities. In addition, the FDS identifies the city centre to be the focus of business, tourism, educational, cultural and civic activities as well as an important residential centre. The proposed high-quality mixed use development including a new laneway network and civic space will contribute to this growth and investment within the city centre.

10.1.2 Auckland Plan 2050

The Auckland Plan is the key strategic document which sets the Council's social, economic, environmental and cultural objectives. A key component of the Auckland Plan is the Development Strategy which sets out how future growth will be accommodated up to 2050. In terms of the form of development, the Auckland Plan takes a quality compact approach to growth and development. Under the Auckland Plan achieving the quality compact approach for future development is twofold. There needs to be sufficient capacity for growth across Auckland and good design needs to be embedded in all development.

This Project supports a quality compact urban form. The Project represents a significant opportunity to redevelop the Site located within the Auckland CBD for a high-quality mixed use development that is easily accessible by public transport, walking and cycling. The Project will also deliver a new significant new public realm including an extensive new laneway network and civic space – Te Urunga Hau / the Urban Room - which will provide a place for people to gather. Overall, the Project is consistent with the strategic direction of the Auckland Plan and will contribute to achieving a quality compact approach to urban growth, while ensuring that good design is also delivered as part of the development. These strategic objectives of the Auckland Plan are reflected in the AUP objectives and policies, which are assessed above.

10.1.3 Auckland's City Centre Masterplan 2012

Auckland's City Centre Masterplan ("**CCMP**") 2012, which was refreshed in 2020, sets out at a high level the strategic direction for the city centre. The City Centre Masterplan identifies some specific transport, movement, and public realm outcomes for the 'Downtown West' area. It notes that the transformation of the area remains key to integrating the city centre downtown core with the Viaduct Harbour and Wynyard Quarter waterfront neighbourhoods to the west.

An assessment is provided in the Urban Design Assessment (**Appendix 5**) and Landscape and Visual Effects Assessment (**Appendix 6**) against the outcomes of the CCMP. Having regard to these assessments, the following is highlighted.

The CCMP envisages the comprehensive redevelopment of the Downtown Carpark site to enhance the quality and experience of this part of Auckland's city waterfront. One of the key objectives of the CCMP is to create pedestrian links north/south between Federal Street and the waterfront, and east/west between Commercial Bay and Viaduct Harbour. This is provided for as part of the development through Te Urunga Hau / the Urban Room. In addition, the proposal unlocks transformational move 8: Harbour Edge, where the city centre and waterfront will be untied through the development of a new mixed-use destination including public realm improvements.

A core concept of the refreshed CCMP is Access for Everyone (or A4E). The Project is consistent with the objectives of A4E by enabling a decisive mode shift away from private vehicles and aims to make better use of finite city centre space and improve the quality of the environment.

Overall, the removal of the carpark and its redevelopment into a mixed-use precinct will have a significant positive effect on the public realm and will realise the CCMP outcomes for this part of the City Centre

10.1.4 Iwi Management Plans

Of the 15 relevant Iwi authorities engaged as part of this application, we have identified the following iwi management plans in Table 1 below. No other Iwi have currently Iwi Management Plans that could be located as far as practicable.

Iwi	Relevant Iwi Management Plan
Ngāti Rehua Ngati Wai ki Aotea	Ngāti Regua Ngātiwai ki Aotea: Hapū Management Plan (2013)
Ngāti Whātua Ōrākei	Te Pou O Kāhu Pōkere Iwi Management Plan for Ngāti Whātua Ōrākei 2018
Te Kawerau ā Maki	Te Kawerau ā Maki Resource Management Statement 1995
Ngāi Tai ki Tāmaki Trust	Ngāi Tai ki Tāmaki: Trust: Management and Development Plan Stage One 1994 Ngāi Tai ki Tāmaki ' Resource Management Principles & Operational Policies 2002'
Ngāti Te Ata	Ngāti Te Ata: Tribal Policy Statement 1991
Waikato – Tainui	Tainui Environmental Plan 2013
Ngaati Whanaunga in 2019	Ngaati Whanaunga: Environmental Management Plan 2019
Ngāti Tamaterā	Ngāti Tamaterā: Environmental Management Plan 2019

Table 3. Relevant Iwi Management Plans

It is noted that the RMA does not detail specific matters for consideration for an Iwi Management Plan or standard plan layout. As such, each Iwi Management Plan varies and covers a range of matters in relation to resource management. An overarching assessment of the proposal against each Iwi Management Plan is provided below.

Ngāti Whātua Ōrākei

Te Pou O Kāhu Pōkere Iwi Management Plan for Ngāti Whātua Ōrākei 2018

The Ngāti Whātua Ōrakei Management Plan 2018 (Te Pou O Kāhu Pōkere) is a document which outlines the interests and values of Ngāti Whātua Ōrakei in resource management matters through policy and implementation. Iwi consultation has been undertaken with Ngāti Whātua Ōrakei, as well as it being a partner for the development. The following comments are made with regard to the Proposal when analysing the environmental outcomes sought by the management plan:

- The applicant has committed to delivering a development that is a minimum of a 5 Green Star rating, and aiming to achieve a 5 Green Star outcome for commercial aspects of the proposal and 8 star Homestar for the majority of the residential apartments. This includes a variety of energy efficient design elements, including roof gardens, as well as long-term planning for resource recovery and circular economy opportunities.
- The development also has aspirations to be of national significance that create a world-class development distinctive to Auckland, the mixed-use approach to this development will enable people to live within the CBD, reducing the need to vehicles, and increasing the accessibility to local transport networks, namely the Auckland City Rail Link.
- The Proposal will result in the removal of over 2,000 carparks and replacing with approximately 600 car parks, bicycle parking and end of trip facilities. It is anticipated that this will reduce adverse effects significantly on the adjacent road network and provides for more sustainable, active transport modes within the CBD.
- As Ngāti Whātua Ōrakei is a project partner for the development, there are agreements in place for intergenerational prosperity by providing for meaningful employment and business opportunities across a long-term horizon, as well as opportunities for contractors.
- The design of the building has incorporated an approach to addressing any natural hazards and by accommodating parking at the lower levels (below ground).
- An archaeological authority will be sought in parallel to this application in order to modify recorded archaeological feature R11/3458, the standard discovery protocol will also be utilized and recommended as a condition as part of this application.

It is considered that the proposed development can be constructed and operated in a manner that is consistent with the environmental and resource management outcomes identified by Ngāti Whātua Ōrakei in Te Pou O Kāhu Pōkere.

Te Kawerau ā Maki Resource Management Statement 1995

Te Kawerau ā Maki Resource Management Statement 1995 is the guiding document that provides the resource management interests of Te Kawerau ā Maki. The Statement seeks to address resource management issues by achieving balance between the maintenance of spiritual and cultural values, environmental and heritage protection and enhancement. In particular:

- to ensure maintenance and enhancement of tikanga and spiritual well-being and recognising the need to re-establish a land and economic base for Te Kawerau;
- protect and enhancement of native flora and fauna and their ecosystem while promoting sustainable management of land and protection of the cultural meaning, amenity and aesthetic values of the landscape;
- and to represent Te Kawerau heritage of the area in the design of buildings, especially civic buildings.

An assessment against the resource management interests against the resource management statement are as follows:

- As mentioned above, an archaeological authority will be sought for modifications to a recorded archaeological feature, and previous engagement has been had with HNZPT. The accidental discovery protocol is proposed as a condition of consent for any unidentified or unexpected discovery.
- The development will implement comprehensive landscaping and urban design features to ensure a very high-quality building façade and civic space (Te Uranga Hau) integrating Te Aranga Design Principles, and a strong Tikanga Māori Cultural narrative through ongoing input from Haumi as part of the architectural design.
- The Site has previously undergone significant development and modification of the natural environment. The Proposal seeks to incorporate a higher degree of landscape visual appearance through high quality urban design and landscape outcomes.

It is considered that the proposed development can be constructed and operated in a manner that is consistent with the environmental and resource management outcomes identified by Te Kawerau ā Maki Resource Management Statement 1995.

Ngāi Tai ki Tāmaki Trust

The relevant iwi management plan for Ngāi Tai ki Tāmaki Trust is the Management and Development Plan Stage One 1994 and Resource Management Principles & Operational Policies 2002 which reflect the aspirations of the iwi when dealing with significant resource management issues. In particular:

- Crown Agencies / Territorial Authorities with Ngai Tai ki Tamaki fulfil their responsibilities regarding the sustainable management of natural and physical resource in a way that actively recognises and supports the Kaitiaki rights (including decision making) and responsibilities of Ngāi Tai ki Tāmaki guaranteed by the Treaty of Waitangi;
- To enhance on-going practical expression of Kaitiakitanga through the establishment of contracts restoring damaged ecosystems and through ongoing education, training, research, monitoring and enforcement programmes between Ngāi Tai ki Tamaki and Crown Agencies / Territorial Authorities.
- Ngāi Tai ki Tāmaki principles and policies assist in their resource management role, to ensure Ngāi Tai ki Tāmaki is consistent in responses to policy and planning input and in its responses to resource consent applications in the rohe in terms of water quality, wastewater, stormwater, waterway planting, sedimentation and erosion control, flood prevention measures, bulk water and industrial supply and archaeological sites

The following reasons outline how the Proposal is consistent with this document:

- The Proposal represents the sustainable management of natural and physical resources in a way that recognises and supports kaitiaki rights and responsibilities. Notably through the integration of Te Aranga Design Principles, and ongoing input from Haumi for the architectural design of the proposal providing Tikanga Māori Cultural narrative.

- The Proposal also outlines a comprehensive landscaping approach which will enable native and indigenous flora and fauna to be planted and sustained throughout the Site both horizontally and vertically.
- The Proposal includes necessary connections to the public wastewater network so that direct discharge of wastewater into the coastal marine area will be avoided.
- The Proposal contains no ground level car parking so that no high contaminant generating activities will occur on site. Therefore, the Proposal will result in a substantial reduction in contaminant concentration and load before discharge into the public stormwater network.
- The natural hazards of the Site are managed through the engineering design as far as practical to ensure the long-term longevity of the Site and its associated features important to Iwi.
- All earthworks for the Proposal are outside the coastal environment. This will prevent the destruction and modification to interfere with the Mauri of the Wāhi Tapu, noting the significant historic land modification. Where there is an accidental discovery on the Site, works will follow the appropriate protocols and Iwi shall be notified.

Ngāti Te Ata Waiohua

Ngāti Te Ata Waiohua have a Tribal Policy statement that was prepared in 1991 and Ngāti Te Ata Waiohua Issues and Values 2011 which identified kaitiaki objectives for environmental management. The purpose of these documents are to lay down the Kaupapa of Ngāti Te Ata Waiohua, to define procedures for negotiation between Ngāti Te Ata and external agencies, to articulate Ngāti Te Ata Waiohua tribal policy for external agencies and to identify obligations of external agencies to Ngāti Te Ata. The 1991 document covers a ten-year planning period which has since passed. However, the key principles and issues that are of importance to Ngāti Te Ata Waiohua remain relevant and are referred to in Ngāti Te Ata Waiohua Issues and Values 2011.

The key policies of relevance from these documents include that all resource management agencies, including the Minister for the Environment, shall recognise and provide for the fact that only Ngāti Te Ata Waiohua has the right to determine what is significant in terms of the Treaty of Waitangi in respect of natural and physical resources and other taonga within its tribal territories.

These objectives have been assessed against the Proposal, and are considered to be consistent for the following reasons:

- The Proposal includes an archaeological authority for the works near a recorded archaeological site, and this will be supported further through the accidental discovery protocol as proposed in conditions of consent.
- The proposed landscape planting scheme as mentioned previously, will support the enhancement of indigenous flora and fauna within the CBD area and increase the areas of permeability on Site for rainwater reuse.
- The Project will not adversely affect any sensitive features of the environment, or implicate the provision of kai for future generations.

Waikato – Tainui

The Waikato-Tainui Environmental Plan seeks to provide a pathway that will result in the environmental restoration of the Waikato-Tainui rohe. This plan seeks to achieve a consistent approach to environmental management across the Waikato-Tainui rohe.

The plan identifies 19 key issues and objectives, policies and methods for addressing these of which the following are relevant:

- Valuable historical items, highly prized sites, sites of significance: Site management protocols exist to ensure a precautionary approach to Site works to manage the potential for wāhi tapu and taonga tuku iho discovery.
- Natural hazards: Land use and the construction of structures occurs in a way that does not increase the risk or magnitude of a natural hazard event, and that does not increase the risk or effects on human life or activity in the event that a natural hazard event occurs
- Land: The life supporting capacity of land and soils effectively manages soil nutrient loss and water quality so there is minimal impact on nutrient loss to waterways.
- Land use planning: Development principles are applied to land use and development (urban and rural) and, in particular, development in new growth cells, that enhance the environment
- Infrastructure: Infrastructure development, upgrade, and maintenance manages economic, social, cultural, spiritual, and environmental effects.

The Proposal has been assessed against the Environmental Plan, and the following comments are made:

- With the exception of the Auckland Graving Dock remnants archaeological site, there are no historic heritage sites or sites of significance within the Project area. Notwithstanding, an accidental discovery protocol is proposed as a condition of consent, recognising that there is the potential for sensitive material to be uncovered during bulk earthworks.
- The Proposal will not contribute to exacerbating the effects of the natural hazards that have been identified on the Site, and have been included in the design of the buildings so as to not have any effects on the Proposal or surrounding properties.
- Erosion and sediment control measures will be implemented to manage sediment loss across the Site and maintain water quality. Contaminated land will be remediated.
- The Project is considered to deliver significant mixed-use development in a highly urban area and no known waterways or wetlands within the Site, and any groundwater diversion will be appropriately managed.

It is proposed that the development can be constructed and operated in a manner that is consistent with the environmental and resource management outcomes identified by Waikato-Tainui.

Ngāti Whanaunga

The Environmental Management Plan prepared by Ngāti Whanaunga in 2019 outline objectives and priorities for resource management. In particular:

- Setting out appropriate processes for environmental management including consultation, transparency, accountability for decisions, and adaptive and practical processes for environmental management.
- Sustaining and enhancing the mauri of ecosystems, habitats, species and natural resources under their care in the Ngāti Whanaunga rohe.
- Protecting wāhi tapu, cultural heritage sites, places and landscapes and associated traditional knowledge in the Ngāti Whanaunga rohe.
- Informed decisions are made about the environment and heritage of the Ngāti Whanaunga Rohe in accordance with tikanga.
- The Treaty of Waitangi is being upheld by central and local government, industry and local communities and reflected in the way they make decisions.
- Communities understand and value the contributions in environmental management and heritage protection

The Proposal is considered to be consistent with the objectives and outcomes anticipated by the Management Plan for the following reasons:

- Erosion and sediment control measures will be implemented to manage sediment loss across the Site and maintain water quality. Contaminated land will be remediated.
- Noise, odour and air pollution is minimised far as practicable with regard to the demolition of the existing car park building, and the construction of the new towers.
- The natural hazards of the Site are managed through the engineering design as far as practicable to ensure longevity of the Site and its associated features important to Iwi.
- The development includes energy-efficient design and construction and includes landscaping to incorporate native trees and vegetation into the landscaping elements.

Ngāti Tamaterā

Ngāti Tamaterā prepared an Environmental Management Plan 2019, which looks at the environmental principles as kaitiaki of the land through the management of physical and natural resources. In particular:

- Promote and enhance partnerships between Ngāti Tamaterā and central government, regional and district councils on all resource management issues e.g. management of natural hazards including flooding, waste water treatment.
- Protect and enhance soil quality and advocate for the protection of culturally important areas susceptible to erosion and flooding that is induced by human activity.
- Protect other taonga from the adverse effects arising from odour, noise, and air pollution including increasing levels of greenhouse gases.
- Advocate for the protection of the mauri of wāhi tapu by preventing destruction and modification of land and upon an 'accidental discovery', works are to stop immediately until such a time that Tangata Whenua are contacted and appropriate protocol are in place.
- Promote and protect land and aquatic biodiversity for the benefit of current and future generations.

- To manage natural hazard risks (e.g., defence structures) and events in a way that restores and maintains the mauri of the environment.

The Proposal is considered consistent with the Environmental Management Plan for the following reasons:

- There will be no discharge consents required to support the Proposal. All stormwater will be dealt with through discharge to the public network, which has confirmed capacity. Wastewater will also be connected into the public network and there are no capacity constraints.
- The Proposal will be striving for a 6 Star Green Star accreditation which will result in contributions to reducing carbon emissions, and sustainable development practices through construction and operation.
- The landscaping palette will include indigenous species that will support for 'greening' of the CBD area.
- The potential natural hazard risk has been considered and appropriately mitigated through the proposed design of the site.

Ngāti Rehua Ngati Wai ki Aotea

Ngāti Regua Ngātiwai ki Aotea Trust prepared a Hapū Management Plan (2013) which demonstrates the interests and values relating to resource management on Aotea/Great Barrier Island. This management plan is not applicable to the project, as the interests and values have been developed in the scope of Aotea/Great Barrier Island which is outside the project area and the likely influence of the development.

10.2 Other Approvals

10.2.1 Section 176 Approvals

It is anticipated that Designation 1550 Car Park – Custom Street West held by Auckland Transport will be removed as it will no longer be relevant to the Site. However, it is acknowledged that, if the designation remains in place when the applicant seeks to implement any consents for the project, approval will be required by Auckland Transport pursuant to section 176 of the RMA.

10.2.2 Heritage New Zealand Pouhere Taonga Act 2014

An Archaeological Authority to Modify will be obtained from Heritage New Zealand prior to any earthworks commencing within the extent of R11/3458.

10.3 Record of Title Interests

The Record of Title for the Site are subject to a number of relevant interests (**Appendix 1**). None of these are anticipated to affect the resource consent application as discussed in **Table 5** below:

Interest	Comment
Various easements on the Site	A schedule of existing easements is provided in **Appendix 1** including a plan showing the location of these easements on the Site. The Proposal will generally maintain these easements and where they are required to be modified to facilitate the

	development, the purpose of these easements will be maintained.
6461509.2 Covenant pursuant to Section 108(2)(d) RMA	This interest provides for the bonus floor spaces provided for via historic heritage value retention at 2 Lower Hobson Street. The Proposal will utilise the heritage floor space bonus as part of this development.
D617734.1: Covenant pursuant to Section 108 Resource Management Act 1991 by The Auckland City Council	This interest provides for the bonus floor spaces provided for via historic heritage value retention at 188 Quay Street. This existing heritage floor space bonus will be utilised as part of this development.

Table 4. Record of Title interests (relevant)

11.0 Section 107 Discharge Permit Restrictions

Under section 107 of the Act, unless there are exceptional circumstances, or the discharge is temporary, or it is associated with maintenance work, a consent authority cannot grant a discharge permit that would have following effects:

- If, after reasonable mixing, the contaminant or water discharged (either by itself or in combination with the same, similar, or other contaminants or water), is likely to give rise to all or any of the following effects in the receiving waters:
    - the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials:
    - any conspicuous change in the colour or visual clarity:
    - any emission of objectionable odour:
    - the rendering of fresh water unsuitable for consumption by farm animals:
    - any significant adverse effects on aquatic life.

The Proposal is not anticipated to give rise to any of the matters listed above. With regards to the discharge of contaminants from the disturbance of contaminated land, appropriate measures as outlined in the CSMP will be in place to ensure the discharge is managed and will not result in any of the listed matters above.

12.0 Part 2 Matters

While it is not necessary to take recourse to Part 2 given that it has already been incorporated into the AUP (OP), we do so out of an abundance of caution and completeness.

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment. It is considered that the proposed development

is complementary to these objectives. The overall Proposal involves high-quality mixed-use development within the city centre in a way that it will not unreasonably disrupt the amenity of the surrounding area and at the same time contribute to the city's economic development and housing needs thereby providing for community wellbeing. The location of the proposed activities within the city centre and within close proximity to public transport infrastructure will assist in achieving the city's broader goals of better integrating transport and land-use planning.

Section 6 of the Act sets out a number of matters of national importance including (but not limited to) the protection of outstanding natural features and landscapes and historic heritage from inappropriate subdivision, use and development. It is not considered that the Proposal gives rise to any issues with respect to matters of national importance. The restoration of the former Auckland Harbour Board Workshops façade where the foot bridge was connected will enhance the public's appreciation of the heritage values of the building.

Section 7 identifies a number of "other matters" to be given particular regard to by Council and includes (but is not limited to) Kaitiakitanga, the efficient use of natural and physical resources, the maintenance and enhancement of amenity values, and maintenance and enhancement of the quality of the environment. The Proposal is considered to be consistent with the matters in section 7 as the development of the new mixed use precinct in this location is an efficient use of land, and, as set out in this report, it is considered that the proposed development is such that amenity values of the surrounding area and the quality of the environment will be enhanced.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi. The Project is guided by cultural narratives developed in collaboration with design partners, Haumi and Ngāti Whātua Ōrākei. Comprehensive engagement with iwi has been undertaken via the Eke Panuku Mana Whenua Governance Forum and the relevant iwi groups have been consulted as part of the preparation of the resource consent application, and this will be an ongoing process.

Overall, as the effects of the proposal are considered to be acceptable, and the proposal accords with the relevant AUP (OP) and NPS-UD objectives and policies, it is considered that the proposal will not offend against the general resource management principles set out in Part 2 of the Act.

13.0 Conclusion

The proposal involves the redevelopment of the Site to provide for a mixed-use precinct providing for commercial, residential, retail, food and beverage and civic uses. The redevelopment involves three podium buildings, two towers and six levels of shared basement, including new public spaces and a new laneway network to provide connectivity within the city centre. In addition, the proposed development involves modifications to the podia of existing adjacent buildings (HSBC and AON) to facilitate the new and enhanced laneway network.

As part of the enabling works, the demolition of the existing Downtown Carpark building (together with the Lower Hobson Street pedestrian bridge attached to 204 Quay Street and Customs Street West vehicle ramp located within part of the road reserve) and land disturbance (approximately 120,00m³ over 6442m²) is included in this application.

Public notification is requested by the applicant under s95 of the RMA.

Based on the above report it is considered that:

- The Proposal will result in significant positive effects as it seeks to redefine, connect, and transform the western edge of Tāmaki Makaurau's city centre and its relationship with the waterfront through the creation of an integrated mixed-use precinct, a gateway to unlock the potential as prescribed in CCMP.
- Having considered the actual and potential effects of the proposal, the Proposal will appropriately manage any adverse effects on the environment and subject to appropriate conditions of resource consent, potential adverse effects will be avoided, remedied or mitigated;
- The Proposal accords with the relevant AUP (OP) objectives, policies, matters of discretion and assessment criteria;
- The Proposal meets the requirements of the NESCS;
- The Proposal accords with the NPS-UD and NZCPS;
- The Proposal will give effect to the outcomes of the FDS, CCMP and Auckland Plan; and
- The Proposal is considered to be consistent with Part 2 of the RMA.