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Auckland Council
Attn: Sarah Wilson
Via email: Sarah.Wilson@aucklandcouncil.govt.nz

Tēnā koutou

Downtown Carpark Redevelopment (BUN60435935) – Response to Further Information Requests

This letter addresses the request for further information request received on 23 September 2024.

Further, and as discussed in our meeting on 28 November, there are several design changes to the lodged scheme as a result of design development. Refer to Attachment 1 for Summary of Changes, notably these include:

- Removal of residential activities within T1 and increase in office areas. The change in use from residential to office results in amended floor to floor heights and slight adjustment to chamfer diagonal pitch lines. There is also a reduction in plant level and louvres on the facade with removal of residential from T1.
- Reconfigured apartment planning with the core now centrally located for T2. This results in updates to T2 facade to reflect new internal planning (locations of balconies, solid, and glazed panels). There are also minor changes to the diagonal pitch line of chamfers as a result of reconfigured apartment planning.
- Consequential changes to the podiums as a result of the tower changes included reconfigured lobbies and adjustments to entrances and stair locations.
- Removal of car stackers from the basement, reconfigured residential stores and loading dock and amendments to car access ramp. There are no change to the basement extent and excavation depths.

For completeness, we have incorporated the design changes in to the s92 response and provide a full updated set of lodged documents. The table annexed at Appendix A provides an itemised response to the individual questions in the RFI with additional supporting responses included as attachments as follows:

Attachment 1: *Summary of Changes*

Attachment 2: *Cultural Narrative Extract from TAG4*

Attachment 3: *Heritage Floorspace Bonus Register*

Attachment 4: Updated Lodged Documents[1]

AEE

Appendix 4A Architectural Drawings

Appendix 4B Landscape Drawings

Appendix 4D Architecture and Landscape Report

Appendix 4E GFA & AFA Schedule & Plans

Appendix 4F Shading Analysis

Appendix 4G Service Lane Flood Mitigation

Appendix 5 Urban Design Statement

Appendix 6 Landscape and Visual Effects Assessment

Appendix 6A Visual Simulations

Appendix 6B Visual Study

Appendix 6C ZTV

Appendix 7 Integrated Transport Assessment

Appendix 8 Draft Site Clearance and Demolition Management Plan

Appendix 9 Draft Construction Management Plan

Appendix 10 Civil Infrastructure Reports and Associated Plans Package

Appendix 10A Civil Infrastructure Report and Drawings

Appendix 10B Flood Hazard and Risk Assessment

Appendix 10C Watercare Correspondence and Completed Development Application Form

Appendix 11 Erosion Sediment Control Report

Appendix 12 Geotechnical and Groundwater Assessment Report

Appendix 16 Noise and Vibration Report

Appendix 17 Environmental Wind Report

Appendix 18B Updated CPTED Review

Appendix 19 Air Quality Assessment and Dust Management Plan

Appendix 21 Archaeological Assessment[2]

Appendix 22 Objectives and Policies Assessment City Centre Zone including PC78 Assessment

Appendix 23 Rules Assessment

Appendix 24 Preliminary Waste System and Equipment Requirements Review

[1] Where an Appendix is not provided, this means that this was not updated as the design changes nor the s92 requests did not require this Appendix to be updated.

[2] Figures 2 and 3 in the report were updated to reflect the design changes otherwise no amendments to the overall assessment.

We trust the responses satisfactorily answer your questions and that the application is publicly notified as soon as practicable. Please contact us should you have further queries.

Yours sincerely | Nā māua noa, nā

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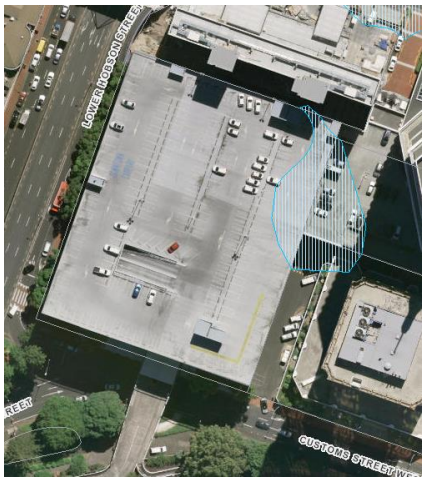
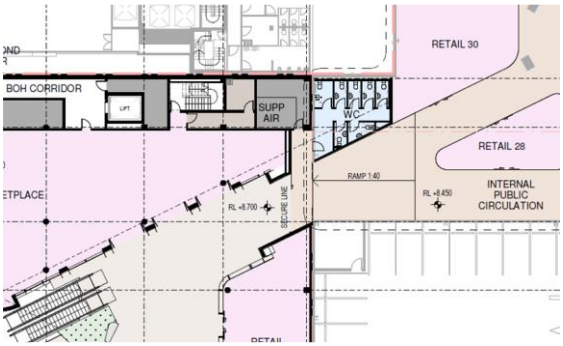
Table 1: Section 92 response

	Section 92 Item	Response
Planning		
1	Matter of control H8.7.1(1)(b) reuse of building materials seeks details of the extent to which demolished materials are reused and recycled. The AEE states that *'where possible demolished material will be repurposed of reused'*. Please can additional information be provided as to the extent of demolished materials that may be reused or recycled.	While the specific recycling methodologies will be determined by the contractor, it is intended that all steel will be recycled, and that concrete is to be removed off site and opportunities to recycle will be explored.
2	Please can justification for adopting a 'commercial building vibration sensitivity' standard rather than a 'heritage building vibration' standard for 204 Quay Street be provided (as set out in the Noise and Vibration Assessment). As advised by the Noise and Vibration Specialist it is understood that this would normally be informed by a review of relevant documentation on building construction, maintenance, surveys and such.	The submitted Noise and Vibration Assessment assessed the vibration sensitivity of 204 Quay Street as a commercial building because the HNZPT heritage listing does not appear to be related to vibration sensitivity. Nonetheless, it is predicted to comply with the heritage vibration sensitivity standard on the basis of the demolition methodology and assessment below. The demolition methodology for the pedestrian foot bridge will involve the following: • Saw cut at the façade of 204 Quay Street • Unbolting connections to the structure • Lift away bridge segment with a crane • The column in the centre of the road will also be cut and lifted, or broken down with a pulveriser The above demolition methodology is predicted to readily comply with the heritage vibration standard limit as well as the commercial building vibration sensitivity standard. We also note that all other associated demolition activities to the Downtown Car Park are predicted to comply with the heritage building vibration limit at 204 Quay Street.
<u>Assessment of Environmental Effects</u> Please note that some of these queries and clarifications with respect of the AEE are intended to help achieve an AEE that is correct ahead of public notification of the consents. Some may not necessarily be best placed as a s92 matter, but are located here for ease.		
3	Page 9 refers to overland flow path managed to avoid adverse effects, note that information regarding OLFP has not been provided within the Flood Report and that therefore this statement	The AEE has been updated to refer to flood hazards as opposed to overland flow path.

	Section 92 Item	Response
	may need updating and other consequential update including possible further assessment depending on the detailed technical responses on this matter.	
4	Pages 8 and 9 refers to direct Mana Whenua engagement by the applicant having informed the cultural narrative. Please can the details of that engagement be provided including but not limited the process, correspondence, and timeline of engagement and the outcomes from this process, please provide supporting information/correspondence provided demonstrating this engagement as part of any response.	As stated in section 3.2 of the AEE, the design has been informed by the cultural narrative developed in close partnership with design partners Haumi & Ngāti Whātua Ōrākei. Attached is an extract of the presentation of the TAG4 presentation that outlines the Cultural Narrative and Hierarchy, which includes elements of the cultural landscape (Refer to **Attachment 2**). In terms of engagement through the Eke Panuku Mana Whenua Forum, as noted in section 3.2 of the AEE and the 8 July 2024 letter to mana whenua groups in Appendix 2, consultation has been in relation to the wider project, including design outcomes. Feedback was sought on the conceptual direction and design response for Te Pūmanawa o Tāmaki (Downtown Carpark) development, with no feedback received on cultural landscape matters. Further views may be raised in ongoing engagement through the Eke Panuku Mana Whenua Forum, in response to the 8 July 2024 letter to mana whenua groups or in submissions. These may further assist understanding of Maori cultural landscape matters and can be taken into account in the decision on the application.
5	The AEE at section 3.2 refers to an email being sent to Mana Whenua on 8 July 2024 with no responses received at the time of lodgement. In the event that responses have been received or engagement taken place as a result / since the lodgement of these consents please can this statement be updated and or details of those responses be provided. *Note: at the time of writing, Te Aakitai Waiohua (Jeff Lee) has registered an interest in these consents.*	No further engagement has taken place since the s92 request was issued by Council. An update as it relates to mana whenua engagement will be provided at the hearing.
6	Page 13 of the AEE refers to the service lane connecting through to the M-Social site to the north. Please can this be checked for accuracy and updated? The service lane / laneway runs through the Aon and HSBC sites. The AEE may be referring	It is noted that this is not a service lane but rather a driveway. The AEE has been updated to reflect this.

	Section 92 Item	Response
	to the access into the Downtown Car Park building direct from the M-Social site.	
7	Section 4.2, fourth paragraph: please can this be checked for accuracy and updated depending on review. Flood plains and OLFP affect the site, but understood not to include coastal inundation 1m sea level rise, with the exception of 188 Quay Street which is not within the image being referred to.	1m SLR in section 4.2 of the AEE is correct as per image below. 
8	Section 4.3 This describes the receiving environment. During the site visit (4 September), from the roof of the Downtown Car Park Building, a large bank of air conditioning units were seen located between the M Social building and the Downtown Car Park Building at relatively high level (6th floor). These were not running to full capacity but were particularly noisy. Please can it be clarified that this was known to the Acoustic Consultants and considered when preparing their reports.	The presence of the air conditioning units located (approx 6th floor) between the M Social building and the Downtown Car Park Building is acknowledged but it assumed that they would be compliant with the standards of the AUP. It is also noted that the use that is exposed to this is the back house of retail and rooftop plant room and is not noise sensitive and the nearest noise sensitive receiver is at level 8, approximately 15m away from these air conditioning units.
9	Page 18 of the AEE states: *"Six levels of basement are proposed which will contain a mixture of public and 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."* Please can it be clarified if reference to 'public' car parking is an error and correct the AEE or alternatively provide additional explanation.	This is an error – no public car parking spaces are proposed. The AEE has been updated to reflect this.
10	Page 18 of the AEE describes the Te Urunga Hau (The Urban Room). It describes this to be open 24/7 with the exception of the existing through-site link through the HSBC building which will only be open during business hours. See Image 1 below that indicates the position of the 'secure line'. Please can the business hours be confirmed so that the degree of permeability and access is understood, including the hours of availability of the proposed public toilets, which are located on	The business hours have no relevance to the degree of permeability. The application has stated that it is open during business hours but its otherwise part of the lobby. The toilets can be accessed by a swipe card after business hours for the food and beverage users.

	Section 92 Item	Response
	the opposite side of the secure line. These hours should match the operating hours of the proposed retail and food and beverage uses as indicated in the documentation.  *Image 1: Secure line indication*	
11	Page 2, section 5.2 (last bullet point) of the AEE refers to pedestrian connections within the Site connecting Lower Hobson Street and Custom Street West. Can this be checked and updated to also reference additional connections through to Lower Albert Street.	This is made clear in section 5.1.1 of the AEE.
12	Please update page 23 section 5.3.2 to include the words 'including demolition' in brackets to the Construction hours sub-heading and ensure assessment recognises this part of the construction process which is included and applied for as part of this activity.	The AEE has been updated to address this query.
13	Page 26 of the AEE, Section 5.3.5 Site Works refers to the removal of existing buildings and foundations on site. The removal of the ground floor concrete slab of the existing Downtown Car Park building has notably not been considered in the technical reports. Please can the AEE and relevant technical documents be updated to address this in particular with respect of: noise and vibration assessments (and management plan), traffic effects and construction management. If additional consent matters are triggered as a result of technical assessment, please can they be added to the AEE and further assessment provided. Page 33, Section 5.6 of the AEE refers to mitigation measures in relation to Noise and vibration. As requested above, please can addition of an 'Enabling Works Demolition Noise and Vibration Management Plan' be provided	The removal of the ground floor concrete slab and foundations and services is part of the enabling works phase. This has already been considered in the traffic report and the draft construction management plan. The acoustic report has been updated to include the enabling works phase as part of their assessment.
14	Section 5.4.5 Refuse and Recycling. Please can details (suggested as part of and supporting a waste management plan) be provided setting out	Preliminary assessment regarding the waste system and equipment requirements for the

	Section 92 Item	Response
	what capacity of storage has been calculated as necessary for refuse storage and for recycling storage to support the various uses within this proposal and their operation. Drawing RC10-0005 Rev E (Basement 02) shows relatively small waste storage areas (Waste 1 and Waste 2) for the scale of development proposed. Please also clarify: i. It is noted that private collections are anticipated, however please can details of frequency of collections be provided to support the calculations of storage provision. ii. How will sorting of recyclable materials be provided for each of the respective uses; iii. For the residential apartments rubbish chutes are proposed. Please can details of the management and maintenance of these chutes be provided to understand avoidance of adverse effects in the event this system fails and results in inadequate refuse and recycling arrangements for residents. iv. Can it be clarified if food waste storage and collection will be provided for and details provided. v. Please clarify if refuse and recycling storage for the retail and food and beverage activities are also to utilise the commercial waste storage areas within the basement and confirm the necessary storage capacity has also been calculated in addition to office areas.	Proposal has been undertaken by WSP and is included as Appendix 24.
15	Given the scale of the proposal and variety of uses proposed, as well as the vertical clearance restrictions and pinch points requiring mitigation for Laneway truck movements, please provide a Waste Management Plan that includes the details requested in 12 above and provides clear management policies to cater for the different waste management requirements of the various commercial tenancies and residential activities. i. The Waste Management Plan needs to also identify, address and cumulatively consider the waste collection demands and operations of the HSBC building / site and the Aon building / site, noting that they share the Laneway. Details of the The vehicles to be used for rubbish collection2 to ensure rubbish trucks can satisfactorily enter and exit the site.	Refer to response to item 14 above. In addition, to manage the shared laneway, a Servicing Management Plan is proposed as a condition of consent. The Servicing Management Plan will include, but not limited to: • Active management of the loading dock. It is anticipated that the loading dock will be managed by a Dock Manager located at the proposed loading dock; • Use of a loading space within the dock will be via an automated booking system such as 'Mobile Dock'. This is currently used for the existing loading spaces in the service lane and Commercial Bay. This system manages any queuing related issues by booking spaces and lengths of time for loading vehicles; • The system is integrated with access control & CCTV systems allowing license

	Section 92 Item	Response
		plate recognition to navigate any potential security barriers with an approved booking; and • The booking system will make the user aware of the vertical clearance restrictions.
16	The Rules Assessment refers to the City Centre Port Noise Overlay being complied with as addressed in the Marshall Day Acoustics Report. Whilst it is noted that there is some overlap between E25 and D25 Standards, the Marshall Day Acoustics Report does not provide an assessment against Standard D25.6.1.1(2) or (3). Please can assessment against these subpoints be provided and confirmation provided that these are met. If these cannot be demonstrated as met, please include a further consent matter pursuant to D25.4.1(A1). It is noted that agreement to Standard D25.6.1.1(6) is confirmed in the AEE.	Express clarification that this has been assessed is confirmed in section 3.5 of the updated Acoustic Report.
17	Outlook space infringements. Please review and if in agreement please add the following Tower 2 Apartments to the list of infringing outlook spaces for principal living rooms, unless the requirements of Standard H8.6.32(5)(d) are provided: a. 8.06, 9.06, 10.07, 11.07, 12.07, 13.07 –15.06m b. For principal living rooms or bedrooms that have a balcony space between the room and the external wall of the building, the outlook space must be measured from the external wall (Standard H8.6.32(3)(a) and (b). Please can the architectural plans be updated to correct the outlook space with respect of these arrangements. In particular the following units are likely to result in new outlook space infringements for principal living rooms: 14.07 -19.07 (infringement to the principal living room to result). Please can the consent matters listed in the AEE (page 37 be updated to reflect the information requested).	The AEE has been updated to include the additional outlook space infringements, taking into account the design updates to the scheme. In terms of how the outlook spaces were measured on the plans, and as discussed with Council planner, we note the following: • For the spaces labelled as 'winter garden', the plans have been amended to show the outlook space from the outer face of the building/GFA line as these areas are more than 50% enclosed and have a railing greater than 1.4m. As such, they have been included as GFA for FAR purposes. • Spaces labelled as 'balcony' are considered to meet the GFA exception as the balustrades are glazed and less than 1.4m in height. They have therefore been excluded from the calculation of GFA for FAR purposes. Given this, the outlook has been identified correctly for these spaces (where it is taken from the inner face/weather line).
18	Page 50, section 8.4 and bullet point 3 refers to the majority of apartments being single aspect but having good orientation such that they would receive good solar access. Bullet point 7 refers to 17m separation distance between towers. Please can the cumulative effect of 17m separation distance, single aspect and undersized dwellings	An updated assessment has been provided with respect to residential amenity as a result of the design changes. This is addressed in section 8.4 and 9.2 of the AEE and section 6.2 of the Urban Design Assessment. In summary: • The extent of non-compliance with the 20m outlook space requirement is minor

	Section 92 Item	Response
	(44sqm) be assessed and commented on with respect of the 22 apartments facing east 11.01, 12.01, 14.01 - 19.01 and 22.01 - 34.01. Please provide any supporting information to support this assessment.	and limited to a small proportion of apartments. Its effects are inconsequential and compensated for by alternative views from the affected living areas. • 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. • The effects of minor non-compliance of some apartments with some standards are inconsequential, and all apartments provide a high level of residential amenity.
19	Can the quality of the unit type HR 1C please be explained, noting that it has a bedroom within the concrete core structure of the tower. Can it be clarified if this will provide an appropriate standard of amenity for occupants with respect of heat / ventilation, proximity to the waste chutes including noise of waste travelling down the building, and the comings and goings of residents dropping off waste.	This s92 query is therefore no longer relevant as design updates have resulted in the reconfiguration of the apartments and therefore none of the bedrooms are within the concrete core structure of T2.
20	Can it be clarified what capacity of storage space, per residential unit is allocated within the basement noting the reference (AEE page 51) to lack of storage within the apartments being mitigated by basement storage provision. There are 331 lockers, are these to be allocated one per apartment, despite some apartments not needing mitigation of smaller floor areas? The capacity of storage per residential apartment would be useful to understand the quality / extent of the mitigation.	There will be a minimum of one locker per apartment. The lockers are approximately 2m² with a volume of 4.5m³.
21	Glare: The Rules Assessment states that the proposal will comply with Standard H8.6.29 Glare. Please can it be confirmed and supporting information / statements provided with reference to the materials pallet that is proposed that the buildings will not exceed 20% of white light.	As the matter of detail not available until detailed design stage, there is no reason to question the standard will not be achieved. A condition can be imposed requiring satisfaction of compliance with the standard if necessary.
22	In respect to the 121 car parking spaces identified as being currently located in the Downtown Car Park and used by M Social Hotel. Please can evidence of this arrangement being lawfully	This is not relevant as the necessary consents for parking on another site are sought as part of this application. The information about the current arrangements is provided for context

	Section 92 Item	Response
	established be provided in support of this statement and the and the assessment that the effects of re-providing those car parking spaces form part of the existing situation.	and accuracy but there is no reliance on lawful establishment for the reason above.
23	Objectives and Policies Assessment The lodgement package includes a review of the City Centre Zone Objectives and Policies. Please can further clarification be provided with respect of the below: a. With respect of Policy H8.3(3)(a) please can it be clarified what expert assessment is relied upon in making the statement *'A height transition down from the core of the city centre towards the waterfront (including Viaduct Harbour Precinct to the west) is provided.'* b. With respect of policy H8.3(3) (c) please can it be clarified how the height and form of the proposed towers will be *complementary to existing or planned character* of precincts, noting that the HEHCP has informed *existing character* and is intended to inform *planned character* of the Downtown West Precinct. This has not been considered. c. Please can a detailed assessment of adherence to Downtown West Precinct, objective I205.2(1) be provided.	a. The assessment with respect to Policy H8.3(3)(a) is made from a planning perspective, based on review of the proposal and the particular transitions noted. b. The comment on Policy H8.3(30)(a) is also considered to apply to Policy H8.3(30)(c) insofar as it relates to the Downtown West Precinct. c. Noting that "adherence" to any objective or policy is not a relevant requirement of the assessment under the RMA, the proposal contains a mix of uses, involves a form of development – particularly with extensive connections through the site and interfaces with external public spaces (streets) – and a scale – as assessed extensively in the application, that means it is consistent with Objective I205.2(1).
24	PC78: The IPI objectives and policies of PC78 to give effect to the NPS-UD within the City Centre Zone have legal effect requiring weighting alongside those operative provisions. Please provide a review of the proposed amendments of the objectives and policies for the H8: City Centre Zone under PC78 in support of the conclusions at page 61 section 9.1.1 of the AEE.	Refer to assessment of PC78 objectives and policies included in Appendix 22.
25	Basement level 05 floorplan RC10-0002 Rev E indicates a large diesel tank room. Please can it be clarified and information provided based on capacity that the amount of diesel stored is compliant with the thresholds for permitted activities under Table E31.4.3. If the amount of diesel stored is not a permitted activity, please confirm which consent matter is triggered. a. Furthermore, permitted activities must comply with the following Standards E31.6.1(1), E31.6.2(1), E31.6.3(1) and E31.6.4(1) please confirm with evidence that these standards are met. In the event a consent is required, please can assessment against the relevant matters of discretion, assessment criteria and objectives and	Tank capacity will be dependent on overall generator sizing and BPS requirements for length of operation; however, it is anticipated that the sizing will be approximately 20,000L / 17 tonnes (this is similar to the PwC Tower tank capacity). Diesel is characterised as a Class 3.1D flammable liquid of low volatility. Chapter E31 of the AUP(OP) permits the storage of up to 20 tonnes of Class 3.1D flammable liquids. It is also confirmed that it will comply with the following permitted standards: • E31.6.1(1): The diesel tank room is located in the basement (Basement level 03) and is away from more sensitive uses. It will be

	Section 92 Item	Response
	policies of Chapter E31 of the AUP(OP) be added to an updated version of the AEE.	stored to ensure that any unintended spill are contained within the tank room. • E31.6.2(1): The site drainage systems is designed to prevent the entry or discharge of hazardous substances into the stormwater or sewage system. • E31.6.3(1): The diesel tank room will be designed to have an appropriate spill containment system. This will be confirmed at detailed design. • E31.6.4(1): Any waste associated with the diesel tank room will be disposed off to lawfully operated facilities or be serviced by a Council approved waste disposal contractor.
26	Appendix 4E Area Schedules: Please can the GFA schedule drawings be checked for the HSBC building for the following levels as they include areas that should be excluded from GFA calculations as per the AUP(OP) definition in Chapter J: a. Levels 3 and 4 have car parking and end of trip (EOT) facilities included in the GFA calculations. b. Levels 5 and 6 car parking has been included in the GFA. c. Level 30 appears to reference 1533m2 of office however, the plans are annotated and laid out as plant areas which should be excluded. d. Please can the above drawings and schedules be corrected and updated and the gross floor area (GFA) calculations for these buildings be updated throughout the pack. Please address any subsequent re-calculations needed with respect of Floor Area Ratio (FAR), BFAR and MTFAR.	In response to (a) and (b), parking that is not in a basement is not excluded for the purpose of calculating FAR and therefore has been included in the calculations. In response to (c), the design changes have resulted in this level to be converted to an office level. As a result of this and in response to (d), the area schedule and corresponding GFA and AFA drawings have been updated.
27	Appendix 4E Average Floor Area Schedules: The 'Public office lobby double height' area of 706sqm on AFA Plan – DTW Level -01 has been excluded from the AFA calculations for podium 1. Please can it be clarified how this meets the definition of AFA in Chapter J, in particular clarify if you consider it to be directly accessible from a street or public open space. If on clarification you do not consider this definition to be met, please can the AFA and associated calculations for MTFAR be updated?	The public office lobby double height is directly accessible from the Customs Street West via the Level 00 lobby and up through the escalators. Alternatively, access is provided via the external stairs from the urban room and through to the Level 01 lobby access.
Heritage Bonus		
28	Page 73 of the AEE refers to 10,070m2 of heritage floorspace being purchased from a donor site (as	The details of the donor site is not confirmed at this stage. However, a schedule of available

	Section 92 Item	Response
	reflected in consent matters). Please can details of the donor site that this Heritage bonus floorspace is to be transferred from be provided. This is to demonstrate that reliance on this floorspace is realistic and that there is progress towards recording the transfer of this floorspace on the certificate of title for both the donor and the recipient sites.	heritage bonus in the City Centre is attached (**Attachment 3**). This demonstrates there is significant heritage bonus floorspace available.
Public Open Space Bonus		
29	The proposal is seeking to utilise Public Open Space bonuses. Standard H8.6.17 Bonus floor area – public open space (2) states that in order to qualify for the bonus, the public open space must meet all of H8.6.17(2)(a)-(g). The Rules Assessment provides no assessment of compliance, nor makes reference to where this is considered in any supporting technical report. Please provide accompanying marked up drawings identifying the 169m2 area of public open space that the bonus floor area is being relied upon for. Please provide assessment against Standard H8.6.17(2) to determine if the bonus can be applied for this 169m2 of space. Please also provide an assessment against (3) and (4) of this standard. a. If the requirements of the Standard are not met, please apply for a further consent matter for failing to comply with the relevant Standard H8.6.17 under C1.9(2) and provide the associated assessment within an updated AEE.	The Public Open Space bonus that is claimed for this proposal meets all of H8.6.17(2)(a)-(g) for the following reasons: • The public open space is accessible to the public 24/7; • The public open space adjoins Lower Hobson Street by 11.8m; • The public open space is capable of containing a 10m diameter circle as shown on sheet RC10-0010 Rev F; • The public open space is no more than 1.2m above the level of the site frontage; • The entrance to the public open space is at street level (Lower Hobson Street); • The public open space, while part of the urban room, is not being claimed for a through-site link bonus or being formalised as a through-site link; and • 10% of the public open space area is covered buildings. The public open space also meets H8.6.17(3) as it connects at grade at Lower Hobson Street. However, H8.6.17(4) standard is not met as a verandah along the street frontage for the full length of the public open space is not provided. The AEE and reasons for consent have been updated to provide an assessment of this non-compliance.
Dwellings Bonus		
30	Please can it be clarified where the calculations for the Dwellings Bonus is located within the application documents. The total residential GFA was not clearly apparent in the accommodation schedules. Please also provide the calculations for arriving at the dwellings bonus of 29,752m2.	The calculation for the dwelling bonus is located in Appendix 23 and detailed in the area schedule and GFA drawings (Appendix 4E). Note that this has been updated to reflect the reduction of residential activities as a result of the design change. 29,752m² equates to the site area x 2 which is the maximum that can be claimed as a bonus. The proposal provides residential GFA as follows:

	Section 92 Item	Response
		Summary of residential GFA Residential Area in basement (stores) 1,086 Residential Lobby 363 Residential Amenity 910 Residential Apartmetns Total 31,704 **Total Residential Area** **34,063**
31	The Assessment Criteria H8.9.2.2(6) residential activities (i) residential development is to provide a high standard of internal amenity and on-site amenity for occupants… (ii) notes that: *in order for the bonus floor space to be awarded, residential developments must comply with all of the relevant standards and be consistent with the assessment criteria for residential developments… In some circumstances it may be appropriate to award the bonus floor space where the development (or part thereof) does not comply with the relevant standards. In this instance, the applicant will need to demonstrate that an equal or better standard of amenity can be achieved when compared with a development that complies with the relevant standards.* As addressed in the AEE and further identified above, a number of the dwellings do not comply with the outlook and the minimum dwelling size standards. Whilst further assessment is noted at 9.2.7 of the AEE, the following assessment criteria is not met: H8.8.2(1)(d) (i) cross ventilation requirements cannot be met (port noise overlay), (iii) it is not clear that rubbish and recycling storage is sized appropriately and accessible for collection; (iv) no waste management plan is provided. This is needed to justify use of the residential bonus floor area and is requested elsewhere a. To further understand the resulting amenity of the under sized residential apartments, as required by H8.8.2(15) (a)(i) please can a greater level of detail of the 'Standard unit layout' be provided for those dwellings that do not meet the minimum floor area. In particular the amount of storage space that is provided within those dwellings (supplemented by basement storage). Please can additional annotations of storage space capacity be provided within these units and cross sections indicating the nature of the storage that is provided (whether full height or located above head height such as above kitchen sinks etc).	Refer to response to item 18.

	Section 92 Item	Response
Signage		
32	Can it be clarified that no residential units or ancillary residential spaces will have any windows obstructed by signage at high levels.	It is confirmed that any signage at high levels will not obstruct any windows associated with residential units or ancillary residential spaces.
Wind Report		
33	Please can it be clarified if the Hobson Street Flyover was included / in place during the Wind Tunnel Testing.	Wind tunnel tests were completed with and without the flyover. This is now clarified in the wind report. It was found that the flyover had no significant effect on the wind conditions in Lower Hobson Street. Refer to Appendix B of the wind report.
34	The RWDI Report, Table 1: Pedestrian Wind Comfort and Safety Conditions does not provide the existing wind conditions for a number of the location points in particular points 14-30 inclusive and 83-162 inclusive (there may be others). Please provide an updated RWDI Report that lists out the existing Wind Comfort and Wind Safety conditions. This information is needed to ascertain compliance with Standard H8.6.28(1)(c). Once that information has been provided, please accordingly update any additional areas of non-compliance with this Standard within the listed Consent Matters in the AEE as well as provide an updated assessment of the effects of non-compliance.	Probes 14-31 are in the open space between the proposed towers, i.e. under the open roof. In the existing configuration, these probes are covered by the existing car park building, preventing measurements. Similarly, Probe 83-162 are located either on the podiums or on Level 1 and Level 2, in between the towers and in the laneways in the wider masterplan. These spaces are not accessible / relevant in the existing configuration.
35	Further to Table 1 of the RWDI Report noted above, please can wind comfort and wind safety results be clarified. Category C is the comfort level aimed for footpaths and pedestrian locations. Consent is applied for the below: a. Point 33 moves from Category C to Category D. So does point 34. Please add point 34 to the consent matters. Note that point 34 moves to Category D relying on mitigation, otherwise this is Category E which is noted as unacceptable. For point 34 Gust speed is exceeded for winter and annual (safety criteria), please also add this to the consent matters. b. Point 35: Winter and annual gust speed is exceeded (safety criteria) without mitigation. c. Point 61: Summer and annual gust speeds are exceeded (safety criteria) without mitigation. d. Point 98 is comfort level Category E without mitigation and level D with mitigation. Category B is arguably what is anticipated for this location. This is a consent matter. Gust speed is exceeded	The wind report has been updated to clarify the wind comfort and wind safety results. In particular, the following is noted: • Point 33: The existing conditions for this point are already well within the upper Category C. With the proposed development and a level of landscaping (Run 1), conditions are shown to be marginally in Category E. With the proposed landscaping, which is denser at the corner of Quay Street and Lower Hobson Street, conditions are likely to be in Category D. While conditions at this particular point are marginally windier than existing, overall, conditions with the proposed landscaping would remain generally similar to existing. • Point 34: This point was already at the limit between Category C and D in the existing configuration. With the proposed development and a level of landscaping (Run 1), conditions are shown to be marginally in Category E, and without

	Section 92 Item	Response
	annually and in summer and winter without mitigation. e. Consent is applied for point 160 changing from Category C to Category D. The existing condition is not shown in the above noted Table – please provide that detail. There are a number of resulting Wind Category for comfort and for gust speeds that rely on mitigation. Without mitigation, some locations enter Category E (unacceptable) and exceed gust speeds (dangerous). The design of the proposal differs to the design that was Wind Tunnel tested. Additionally mitigation run through the Wind Tunnel test does not reflect the mitigation within the proposed scheme.	exceedance of the gust criteria. With the proposed additional trees around M-Social, conditions are likely to be in Category D, broadly similar to existing. • Point 35: With the proposed development and a level of landscaping (Run 1), the exceedance of the gust criteria is marginal only and the additional trees around the corner of M-Social would improve conditions further. For comfort, conditions are shown to remain similar to existing, in Category D. • Point 61: With the proposed development and a level of landscaping (Run 1), there would be no exceedance of the gust criteria and Category C conditions are acceptable for a footpath. • Point 98: For this area, the level of landscaping shown in the original Holmes report is consistent with that in the RC package. Conditions at this corner are marginally above Cat. C (only <10% exceedance) and can be considered acceptable for walking. This is confirmed in wind report (Section 3.4.2). • Point 160: The table has been updated in the report. In summary though, it does not change conclusions that wind conditions with landscaping are marginally (<10%) above Cat C. This is confirmed in wind report (Section 3.4.2).
36	Points 33 and 34 indicate a busy pedestrian area. Please provide evidence that the level of landscaping as tested / proposed is feasible to establish in this location (with respect of underground services restrictions and landowner approvals, or ability to deliver raised planting beds that would not unacceptably obstruct pedestrian movement). Note that the Wind Report recommends Pohutukawa trees owing to suitability in exposed locations and being evergreen. a. Without evidence that this level of landscaping is feasible and achievable it is requested that the Wind Report be updated to report the Category E results on the corner of Quay Street and Lower Hobson Street (and for winter and annual gust speeds to be exceeded for point 34) as appended within the RWDI report (Figure 2.1B). Alternatively, or in addition, please propose	In terms of the feasibility of landscaping proposed, a review has been undertaken as part of the landscape concept design to consider placement of the proposed large pohutukawa trees. This has involved consideration of the associated tree pit volumes in relation to survey of existing underground services based on the available 'before u dig' and council GIS information. In summary: • A large pohutukawa tree is proposed within an existing planter where currently two small trees are located. The current tree pit root volume is unknown however should this tree pit require reconstruction initial review suggests there be adequate space within the area of the existing planter and extending east if required

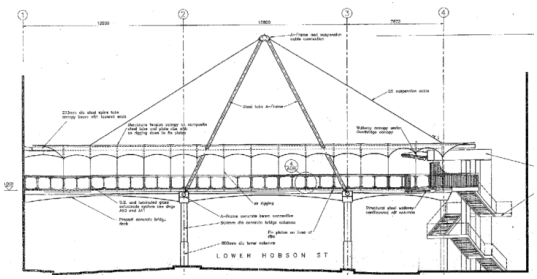
	Section 92 Item	Response
	alternative mitigation measures that would achieve the stated wind effects / mitigation if the indicated level of tree planting is found unfeasible and provide updated testing to ascertain the resulting wind effects or compliance with the Standard.	below the current pavement. As such no loss of footpath is anticipated. • Large pohutukawas are proposed in the area south of the existing stairway to the pedestrian bridge (following removal) and the end of the M Social site currently planted with low vegetation. An area has been identified between existing identified services suitable to provide adequate tree pit volume. It is noted in this area that, should it be required, the volume could also be provided in an above ground planter without reduction in footpath space. Refer to the response to item 35 as it relates to Points 33 and 34. Overall, while conditions at Point 33 would be windier than existing, the general level of windiness at the junction of Quay Street and Lower Hobson Street is expected to remain similar to existing, in Category D and without exceedance of the gust criteria. Once the flyover is removed, there would be opportunities to improve wind conditions further.
37	Point 94 is noted to be Category D wind conditions at level 01 on the corner of podium 1. Notably this is in the position of the accessible ramp moving east to west into the site along Custom Street West, at the entrance to the north/south route between the Aon building and proposed podium 01 (with the office lobby and retail entrances adjacent). Re-routing pedestrians away from this location noting the accessibility provisions/infrastructure in this location is not feasible. The AEE (page 45) refers to mitigation measures being explored currently, please provide details of mitigation and clarification/updated results relating to the wind effects that would result.	Conditions at Point 94 are shown to be in Category D, and without exceedance of the gust criteria. Note that these conditions are local to the corner only and conditions in the lane on the east side of P1 are shown to be calmer, in Category B. This area is for walking access only, i.e. not a sensitive use where people will linger.
38	The RWDI Report states (page 10): The terraces at Levels 6 and 7 consistently experience elevated wind speeds, falling within Category C to E conditions throughout the year. As a result, these areas are deemed unsuitable for regular use and will necessitate mitigation measures. Please can further information be provided as to what proposed extent of use is intended for these podium levels. As recommended by the Wind Specialist, please provide a Podium Access	Windy conditions on podiums are inherent to wind environment around tall buildings. However, podiums areas are treated differently from spaces at ground level with general public access as the access and use of spaces can be managed / limited to good days only or via specific mitigation measures introduced in the future to enable greater use.

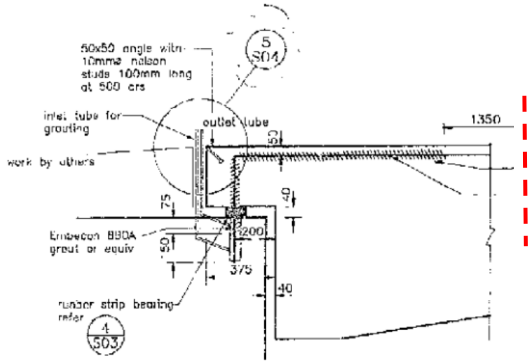
	Section 92 Item	Response
	Management Plan setting out how access to the roof top levels of podium 1 and 2 will be controlled and / or limited to good weather days (as per page 13 of the Wind Report) in the interest of amenity and safety. *Wind Tunnel Testing: Differences to that Design* The Wind Report states that *''With the landscaping as tested, there was no exceedance of the gust criteria for all areas around the proposed development".* The Wind Report at 4.2 states: *Landscaping in the form of mature evergreen trees was found to be beneficial and is an integral part of the mitigation measures strategy*. The Wind Report illustrates at Figure 11 the positions of mature evergreen trees placed for wind tunnel testing. There are also images (Figure 12) that shows the model that was tested that illustrates greater landscaping at podium levels, including porous screens (not proposed as part of the proposal). The following is of note: • The proposal was amended after Wind Tunnel testing as described on page 20 of the Wind Report. • The canopy to the west of podium 2 was reduced from 3m to 1.8m wide (section 4.1 of the Wind Report); • Podium levels 1, 2 and 3 indicate considerable landscaping in Figure 12 of the Wind Report. The RWDI report (Figure 2.2C) appears to have tested at least 12 trees on podium level 1, 24 trees to podium 3 and 7 trees to podium 3 to reach the reported wind conditions. A Nominal number of mature trees are indicated on the landscape plans for podium roof levels 1 and 2. No landscaping details appear to have been supplied for podium roof level 3. • The level of tree planting wind tested on the corner of Quay Street and Lower Hobson Street does not look comparable to the landscape proposals and feasibility is not confirmed.	While the proposal was amended after wind tunnel testing, these changes were reviewed and are not anticipated to have significant effect on wind conditions at ground level. Of note: • The reduction in canopy from 3 to 1.8m is just within accuracy of modelling in the wind tunnel (3mm reduction, at 1:400 model scale). Most of the winds deflected downwards are already dispersed over the podium and the reduction in canopy width is not anticipated to have a significant effect on wind conditions. • The landscaping and screens on the podiums were tested for design information only and not part of the proposed mitigation measures. Podiums are not public spaces and access can be controlled. • Results with a lower level of landscaping were reviewed as highlighted above. With additional trees at the corner of Quay Street and Lower Hobson, wind conditions in this area are likely to remain largely comparable to existing, although there is a marginal exceedance of the gust criteria at Point 35 and a local increase in category from existing at Point 33.
39	The Wind Report states that the results would not worsen having regard to the differences between the tested scheme and the scheme now proposed. Not all differences listed above were commented on in that statement and the level of mitigation tested has not been pulled into the proposals in their entirety. Owing to the particular concerns at key locations (safety – gust speeds) and the fact that Category E performance is	The most significant changes relate to the proposed landscaping in Lower Hobson, which is less than that presented in the original wind report. Holmes have now reviewed another configuration wind tunnel tested, for a lower level of landscaping, referred to as Run 1 above, and more consistent with the proposed landscaping.

	Section 92 Item	Response
	generally avoided based on mitigation as summarised above, in light of the high pedestrian movement owing to the east of the site being a major public transport interchange it is requested that: a. The updated proposal and changes in mitigation levels be Wind Tunnel tested and the updated results reported in updated RWDI summary tables as per (Table 1) and an updated summary report (Holmes) provided (with associated updates to AEE and consent matters provided); or b. An updated statement from the Wind Tunnel specialist on what impact the reduced canopy extent, reduced landscaping to podium levels and street level (or none if not feasible), lack of porous screens as well as the design changes previously noted would have on the resulting wind conditions. Updated Wind Tunnel testing may be required dependent on review and conclusions.	This exercise allowed a conservative assessment of the gust criteria exceedance, i.e. with one marginal exceedance (Point 35). For comfort, conditions were reviewed using the various landscaping configurations (Run 1 and 5). Based on this, conditions are expected to remain generally similar to existing, in Category D. There will be limited value in retesting the proposed development with the changes as summarized in Holmes report and with the additional change to the canopy due to the minor impacts this is likely to have. The wind report has been updated to address the above comments.
40	An independent review of the testing results and summary of results may be deemed necessary on receipt of the responses.	Noted.
41	The AEE at page 46 refers to: "*adverse wind velocity and turbulence effects in the surrounding pedestrian spaces can be avoided…"* Please can greater clarity be provided as to how that conclusion was reached noting reference to mitigation relied upon and the queries above.	This conclusion was reached based on the strategy adopted, i.e. the presence of podium and free roof, along with the proposed landscaping.
<u>Ground Floor Slab and Foundations</u>		
42	The Draft Construction Management Plan (DCMP) prepared by RCP dated 31/07/2024 does not cover the removal of the existing ground floor slab or foundations. Both the AEE and the DCMP refer to 'Enabling Works' comprising a 6 month period but no supporting technical reports address this. Please can the following be provided: a) 'Enabling Works' Demolition Methodology be provided for the removal of the ground floor concrete slab and foundations; b) A revised Construction Noise and Vibration Assessment (CNVA) that considers the Enabling Works Demolition Methodology and provides an assessment against the noise standards and updated conclusions on affected sensitive receivers; c) A revised Noise and Vibration Management Plan to provide for mitigation measures relating to those Enabling Works and revised CNVA;	The removal of the ground floor concrete slab and foundations and services is part of the enabling works phase. This has already been considered in the traffic report and the draft construction management plan. The acoustic report has been updated to include the enabling works phase as part of their assessment.

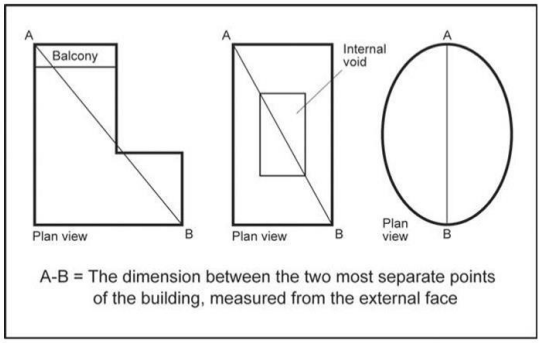
	Section 92 Item	Response
	d) Updated Traffic Assessment to address the vehicle movements and any additional traffic control changes necessary to accommodate the Enabling works and associated truck movements. e) A revised AEE to account for the above including any updated or corrected consent matters and extent of infringements and updated assessment of affects. f) Any other matter needing updating as a result of the above.	
Noise and Vibration Specialist		
Demolition Noise and Vibration		
43	The estimated duration of demolition noise infringements reported in Table 4 (Downtown Carpark – Demolition Resource Consent, prepared by Marshall Day dated 11 July 2024) are significant. Accordingly, please provide additional information on how concrete cutting works link up with other works (if known) to determine the percentage of time that infringements may occur on a typical day during normal business hours (e.g. 8am – 5pm, Monday to Friday) and during extended hours as referenced in the AEE at section 4.2 (page 12).	The concrete cutting is an element of the demolition sequence. It will not occur in continuous way such that the extent of time of each cut can be measured in a percentage. The typical method for concrete cutting is to cut and remove sequentially however this will be confirmed once a demolition contractor is engaged for the project. Consent has been sought to infringe the long term construction standard E25.6.28.2 at 82 dB LAeq, although as stated in the Acoustic Assessment enclosed within the lodgement package, the internal noise levels will not exceed 55 db at MSocial and 52 db at the Aon Building and HSBC tower. As such we consider that any adverse effects due to the concrete cutting will be less than minor.
44	The Kindercare childcare facility located in the Aon Building includes an outdoor play space (on two levels) with line of sight to the subject site. Given the predicted noise levels, the outdoor space may be unusable for long periods of time. Accordingly, please provide additional information to describe specific noise management, mitigation and consultation measures to minimise disruption to the childcare operation. *(Noting that the Ministry of Education guideline noise levels for childcare centre are 55 dB LAeq for outdoor play area and 30 - 35 dB LAeq for sleeping and teaching/learning).*	Specific measures that are proposed are described in the acoustic report.
45	Please can the assessment in the AEE be updated to consider affected persons informed by the additional information requested in the two points above.	The AEE was prepared on the basis of the mitigation set out in the acoustic report and does not affect the conclusions made in the AEE with respect to Kindercare.

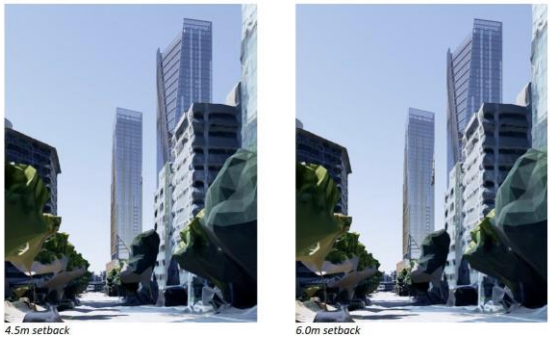
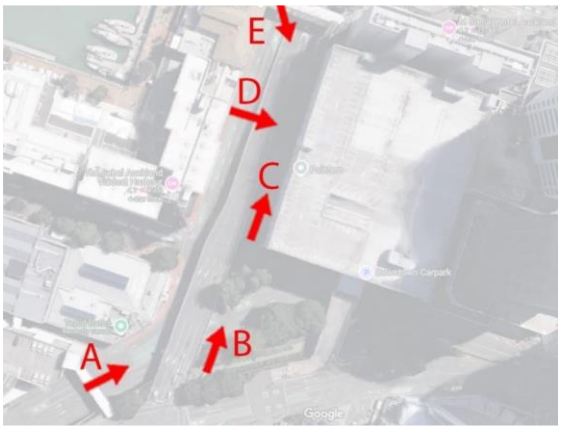
	Section 92 Item	Response
46	The removal of the floor slabs on the ground level of the existing carpark building has not been addressed in either the demolition report and the construction phase noise report. Please can an updated demolition / construction methodology for carrying out these works be provided that informs a revised noise and vibration assessment. a. Please also provide a corresponding update to the AEE with respect of assessment of effects on both the environment and persons as well as general updates to timeframes for works.	Please refer to response to item 13 above. Further, it is noted that the adverse effects related to the floor slab removal had been assessed, however (as set out in the acoustic report) an additional reason for consent has been sought within the updated AEE.
<u>Construction and operational noise</u>		
47	Please clarify whether separate concrete pump(s) are required for the construction at the higher levels and whether the noise has been included in the MDA assessment report of 31 July 2024? It is noted that only concrete truck and pump noise has been assessed.	To the extent that separate concrete pump(s) may be required, these can be positioned to ensure compliance with the standards.
48	Up to 80 dB LAeq has been predicted at 85-89 Customs St West during vibratory sheet piling. Please can the MDA Assessment report consider how this noise will effect the residents and their ability to sleep as the sheet piling may need to be carried out at night time (up 11pm)?	Please refer to the section 4.3.2 updated acoustic report.
49	It is noted amenity facilities such as pool, gym etc are located adjacent to residential units within both towers, and it doesn't appear the noise generated by these activities have been considered in the MDA report (31 July 2024). Please can it be clarified whether these noise have been assessed against the E25.6.9 internal noise insulation requirements? If yes, please provide the noise assessment.	The proposal has considered the internal noise insulation requirements as per E25.6.9 and it is confirmed that the units can be readily designed to comply.
Air Quality Specialist		
50	The Air Quality Specialist has reviewed the relevant information to Air Quality and has noted: *"The effectiveness of the DMP is contingent on strict adherence to the outlined measures. Given the scale of the project and the urban context, there is a significant risk that dust control measures may not be fully effective at all times, leading to potential air quality impacts beyond the site boundaries."* In light of this, the Air Quality Specialist is of the view that the project must not be classified as a permitted activity under AUP E14. Instead, it is requested that either:	Please refer to the updated Air Quality Assessment (inclusive of the Dust Management Plan) addressing the permitted activity standards under the AUP.

	Section 92 Item	Response
	a. The dust management and monitoring strategy is enhanced to ensure compliance with the permitted activity standards; or b. An air discharge consent is added to the reasons for consent, which would allow specific conditions to adequately protect air quality during the demolition and construction phases.	
Heritage Matters *The Heritage Specialist has concerns relating to the demolition process and how it will be carried out on the Lower Hobson Street footbridge when adjacent to the former Auckland Harbour Board (AHB) building, and also around the details of the reinstated window.*		
51	The demolition process requires a high-level Heritage Demolition Methodology and Management Plan. Noting the 48-hour road closure and associated traffic effects linked to the removal of the footbridge, please provide additional methodology details confirming the demolition works can be completed within 48 hours. The methodology should include (but not limited to): a. Avoiding or mitigating adverse the heritage effects; and b. can be seamlessly undertaken with make good works (and scaffolding erected immediately / in conjunction) with consideration given to any knock-on pedestrian diversions that may be required to facilitate this; or c. methodology of the extent of works undertaken to result in a safe temporary arrangement for pedestrians below and not result in deterioration / adverse effects to the façade until such time the final make goods are carried out; and d. timeframe for completion of make good works. *Note: the restoration elements on the AHB building with a requirement for detailed drawings and a scaffolding plan submitted before the making good occurs could be secured by condition.*	The demolition methodology for heritage matters and heritage-related effects are addressed below: The main concrete pedestrian bridge has three spans. These spans are formed between three concrete piers and a support at the existing building at 204 Quay St.  Prior to road closure, the end of the concrete deck element adjacent to the building would be propped securely to the footpath level, with appropriate pedestrian protection measures provided (hoarding / barricades). The roof would then be demolished and removed to the deck level. The roof spine elements will also be propped. Once road is closed, the cables will be removed and the spine element will be ready to remove the end of the deck unit which would be cut through flush with the face of the existing building, leaving a small remnant piece attached to the building. Once the other end adjacent the western intermediate pier is also cut free this deck span will be removed. The A-frame masts will then be cut free and removed. The methodology to remove the deck spans involves cutting them at the junction with the existing piers and the support at the existing building and then removing each span, one at a time. Propping would be in place to secure the spans until

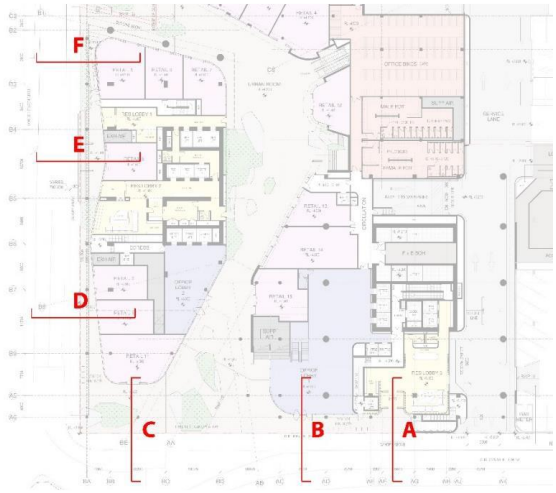
	Section 92 Item	Response
		ready for removal. The piers would be demolished separately after the spans are removed.  The remnant piece of deck adjacent the building can be grouted in place to ensure it is safely secured to the existing building. The propping and pedestrian protective measures at footpath level can then be removed, hoardings at first floor level to secure the opening to the inside of the locked doors shall remain until façade remediation works are complete.
52	Please update the Site Clearance and Demolition Management Plan (Appendix 8) to include in Section 4.1 an assessment of the environmental effects and mitigation regarding historic heritage.	Please refer to the updated Site Clearance and Demolition Management Plan (SCDMP).
Universal Design Specialist		
53	To understand the effectiveness of the public open space and pedestrian connections with wider pedestrian movement, it would be helpful to have a movement analysis for pedestrians from adjoining roads/ precinct into the site and connecting to adjacent streets, lanes, and public transport interchanges noting Policies H8.3(3)(c) and (4), objectives I205.2(2) and (3) and policy I205.3(2) and also the considerations of the assessment criteria for utilizing Public Open Space bonus assessment criteria (H8.9.2.2(1)(a)(i)).	Refer to sections 2.1 and 2.6 of Appendix 4D. Refer also to the assessment at section 4.7 and pages 95-101 of the McIndoe Urban report.
Urban Design Specialist		
54	City form cross sections During the pre-application process following the requests from both the council officers and the Eke Panuku Technical Advisory Group (TAG), the applicant prepared a series of urban cross-sections that illustrate the proposal with its surrounding urban form. (TAG 2 Appendix I, City Form Cross Sections,	Please refer Appendix A within architecture design report. It is also noted that City context sections are referred to in the Urban Design Assessment,

	Section 92 Item	Response
	dated 05.05.2023) This is a very helpful document in understanding how the proposal fits into the existing and future built form of the city centre area. These sectional studies illustrated both east-west planes and north-south planes together with the skyline profiles. Please can updated versions of these studies be provided in order to inform assessment of the proposal's relationship with the surrounding built form and any potential adverse effects.	Section 2.1 'Urban and built form context', including figure 2.2 on page 8. Figure 2.3 of section 2.1 also describes how the proposal fits into the future built form of the city centre area as described by Auckland Council's PC78.
55	Please can the Harbour Edge Height Control Plane (HEHCP) be indicated on these Cross Section drawings requested in 54. above.	The HEHCP is shown on the cross sections referred to in response 54 - refer Appendix A within architecture design report.
56	Shading diagrams: On page 70 of the Urban Design Assessment Report, it was noted that '*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.'* On page 50 of the same document, it was also noted that the assessment did not consider the Harbour Edge Height Control Plane (HEHCP) standard as a permitted baseline. a. Please can the applicant clarify what informed the assessment to consider the effects of the additional height as being 'negligible' while the impact of the building parts above HEHCP is not illustrated. b. To support the assessment of shading effects, can the applicant please indicate areas shaded by the additional height with a different colour tone to illustrate the shading effects of the height sought beyond the HEHCP.	Shading effects are assessed on the basis of the methodology set out in section 3.1 of the updated McIndoe Urban report.
H8.6.24. Maximum tower dimension, setback from the street and tower separation		
57	Maximum tower dimension: Pages 37-38 of the Urban Design Assessment report, state the diagonal dimension of 50.64m for Tower 2. However, it should be measured from the most separate points as shown in Figure H8.6.24.1 below, which is the western façade of the building, which is 50.95m. This additional dimension may seem minimal but the western façade presents some of the most imposing architectural forms. a. Please can the Urban Design Assessment, Rules Assessment and AEE be updated to state the correct dimension.	The maximum tower dimension has been updated in the Urban Design Assessment including an assessment of the infringement as it relates to T2.

	Section 92 Item	Response
	b. The Urban Design Assessment report does not include Tower 2 in this specific section and concentrates only on T1. Please can the Urban Design Assessment Report be updated to provide assessment of Tower 2 for this Standard.  Figure 1. H8.6.24.1 Maximum tower dimension standard.	
58	Tower setback: For Tower 2, a comparative diagram was included on page 40 of the Urban Design Assessment report with two versions, one with a 4.5m setback and the other with the required 6m setback from Lower Hobson Street. However, the chosen view angle is quite distant to assess the street experience, and the resolution and the level of detail of these diagrams are quite low (Figure 2 below illustrates this). To better inform the assessment of effects, please provide the following to demonstrate how the proposal achieves a consistent human-scaled edge to the street: i. a more detailed analysis regarding this reduced setback be provided; and ii. additional model render views at a higher resolution based on the series of locations identified in Figure 3 below; iii. technical section comparison drawings to assist this assessment being detailed cross-sections at 1-100 or similar scale that include the full extent of the road reserve, kerb line, pedestrian footpath of both sides and the landscape elements on the podium level dimension for both 4.5m and 6m deep profiles. Please include people in the drawings to illustrate the outcomes achieved concerning the human-scale. iv. At the pre-application stage, a viewpoint was requested from the corner of Hobson Street and Fanshawe St looking toward the north-east. An updated version of this visual simulation would be helpful for the assessment of the effects of not	Refer to views A-E prepared by Warren and Mahoney relating to P2 and the setback of T2 (Appendix A of the Architecture Design Report) and additional assessment included in section 2.4 of the updated McIndoe Urban report.

	Section 92 Item	Response
	meeting this standard and resulting effects on the environment. Refer to Figure 4 below.  Figure 2 – Figure 2.30 from the Urban Design Assessment.  Figure 3. Requested view locations related to tower setback comparison.  Figure 4. Requested view point.	
	<u>Detailed elevations and renders - Tower and podium form, and streetscape</u>	
59	Please can a rendered version of the elevations that were provided on page RC23 – 0001 for the Architectural drawings at a larger scale be provided. This could be as wide as allowing each streetscape drawing to extend to a full A3 page. Please provide a rendered view of these main streetscapes at a similar quality to the images provided on page 19 of the Architectural and	Comprehensive information on the street edge is provided is several places in the application supporting documents. The application provides a clear understanding of the street edge, the visual separation outcome of the podium and tower levels, and the activation of the ground-level programme.

	Section 92 Item	Response
	Landscape Report (By Warren and Mahony) with the proposed materiality rendered for the tower, podium and ground levels. These would include the Custom Street West and Lower Hobson Street elevations. This is requested for a clearer understanding of the street edge, the visual separation outcome of the podium and tower levels, and the activation of the ground-level program.	
60	Please provide a detailed material schedule comparing the materiality of the towers with the podium levels, similar to the diagrams provided for the comparison of the two towers on page 54 of the Architectural and Landscape Report (By Warren and Mahony) to more clearly illustrate the level of visual differentiation that will be achieved between the towers and podium levels.	The design statement in the Warren and Mahoney Architecture & Landscape Report (refer to section 1.2 in particular) demonstrates that differentiation is achieved through composition of materiality, façade design and setback variation. A condition of consent is considered to be most appropriate to address the final materiality.
61	H8.6.26 Verandahs: Please can the following information and clarification be provided to aid the assessment of the adverse effects of not meeting the standard and any potential mitigating considerations: a. Can it be clarified if it is intended that the overhangs as shown on the streetscape section of the Architectural and Landscape Report (pg. 32) will provide shelter for pedestrian movement along Custom Street West in the view of the Urban Designer. b. Various detailed rendered sectional views have been produced for the internal laneways (pages 28-29 of the Architectural and Landscape Report by Warren and Mahony). Please provide sectional drawings with a similar level of detail at a scale of 1:100 or a similar scale for the street interfaces to Lower Hobson Street and Custom Street West (Requested detailed sections A-F in Figure 6 below) to illustrate the relationship of the proposed buildings with the street including the verandah and canopy provision. Please include the adjacent road reserves, pedestrian footpaths, kerb lines and detailed dimensions indicating space widths and heights for canopies and verandahs. Please include people in the drawings to illustrate the interface's relationship to users and extend of cover provided. c. Non-s92 Query: During the pre-application meetings, the applicant had previously stated that the verandah standard would be met for the final application, however, no verandah is provided along the Customs Street West frontage and at	The drawings prepared by Warren and Mahoney (refer to sheet RC32-0002) demonstrate overhangs will provide suitable rain shelter for pedestrian movement along the Customs Street West Edge, and that non-compliant height in one central portion of the route is mitigated by availability of an alternative, conveniently available and fully sheltered route. Considering this edge from the Albert Street and east to west: • The approximately 8.2m wide and low verandah/colonnade at the base of Aon House provides excellent cover for the easternmost 63m (or 45%) of the street edge and connects into the covered lane which is between T1 and Aon House. • The walkway at this upper ground level then extends down the stairs to the lower-ground and street level. Section A shows cover at the top of the stairs which is approximately 3m wide and its edge is just under 3m high at its edge. This provides suitable shelter. • Section A also shows that except where the residential entry canopy projects out, the height of the cover varies, rising to up to 7.020m above the footpath. Section B shows that the minimum cover depth of 3.310m exceeds the 3.0m minimum but the height here at 7.0m is well above the

	Section 92 Item	Response
	Lower Hobson Street a 1.8m wide verandah is provided (it is further noted that a 3.0m verandah was wind tunnel tested to Lower Hobson Street). Note also that a verandah cover is required for corner sites (refer Figure H8.6.26.1 Chapter H8 of the Auckland Unitary Plan). In this context, please can it be clarified what led to the decision to not include a verandah in the final version? Along the Custom Street West interface, were verandah options tested by the applicant, including Hobson Street corner and the Aon building frontage?  Figure 6. Requested detailed sections.	Unitary Plan's required height of 3.0-4.0m. These shelter elements along the base of podium P1 are unlikely to be effective in providing shelter when there is wind-driven rain from the south-west. This sub-optimal condition is mitigated by three factors: ○ Most importantly at both ends of the approximately 30m length described by Section A, the pedestrian can choose to use the 24/7 accessible laneways and Urban Room to move fully under cover and sheltered from the wind-driven rain; ○ Being approximately 30m of the nearly 136m frontage width, but with 3.9m of deep and low cover from the residential canopy at its mid-point, this length of compromised cover extends for 19% of the street edge length which is a minor proportion of the whole; and ○ the cover here will be effective in providing shelter from rain when there is no wind, and also shelter from wind-driven rain from the north-east. • The entry to Te Uranga Hau (the Urban Room) is covered by a canopy that extends out almost to the street edge at a height of approximately 11.7m. This connects to the cover shown in Section C. Although that overhang is 7.1m high, it is also 9.025m deep so can be expected to provide good shelter, and it connects ion to the low verandah along the edge of Lower Hobson Street. This provides excellent shelter. The Lower Hobson Street cover as shown in Sections D, E and F is between 3.0 and 4.0m high and varies between 4.7m and 6.6m deep, so provides excellent rain shelter.
62	Lighting Strategy: Please clarify the lighting strategy for the site, including but not limited to the lighting of the street frontage (including verandah lighting), and the common areas including the through-site link(s). It is noted that	It is confirmed that lighting will be designed to meet the permitted standards. A condition of consent is offered by the application for a final lighting plan to be submitted at detailed design.

	Section 92 Item	Response
	the Rules Assessment states N/A. Please can it be clarified that the Permitted Activity Standards of E24.6.1 are met, noting that the subject site is within Lighting category 4 (high brightness) area.	
63	Waste management: Please provide the waste management strategy (noting this has been requested elsewhere).	Refer to response to item 14.

Landscape Architect

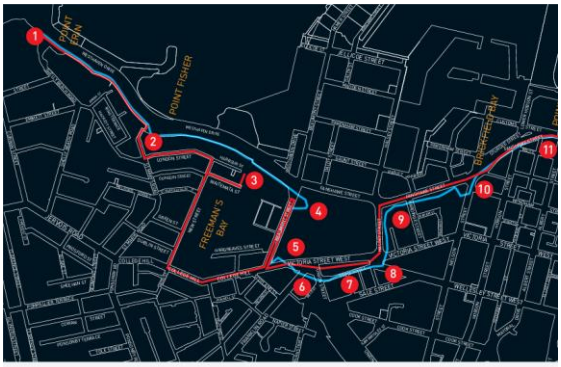
The Landscape Architect requests further information relating to his area of expertise in landscape effects assessment and landscape design. In his review he will rely on the application's Landscape Effects Assessment and appended panoramic photographs and visual simulations (Appendix 6), and the architectural drawings (Appendix 4A) and landscape plans (Appendix 4b) and architecture and landscape report (Appendix 4D). As such, the Landscape Architects Section 92 requests relate to these documents.

Although the application's Urban Design report (Appendix 5) contains comments in relation to landscape effects, as this has not been prepared by a qualified landscape architect or in accordance with a recognised landscape assessment methodology (as guided by Te Tangi a te Manu3), the Landscape Architect will not rely on the report to inform his professional opinions and therefore have no requests for further information in relation to it.

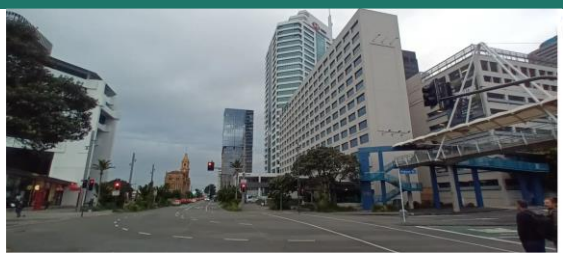
In order to better understand the actual and potential landscape effects of this proposal, the following additional information is requested:

	Visual simulation requests	
64	Please provide a bound printout of the application Appendix 6 (LVA Appendix) as a colour double page A3-size document for use in field as per the methodology.	Physical copies of Appendix 6 have been printed and will be issued to Auckland Council.
65	Please provide a Zone of Theoretical Visibility map to indicate the geographical extent from where the proposal is likely to be visible from.	A ZTV map has been prepared as requested. This is appended to the updated LVA.
66	For each assessed viewpoint visual simulation, please provide a separate visual simulation page illustrating shapes of all consented buildings in the existing environment alongside the proposal. This would provide a much better understanding of the proposal's effects relative to the existing environment, and the receiving environment which includes consented but not built towers, as described in paragraph 90 of the Landscape Effects Assessment, rather than relying on a helicopter sketch model (Image I, paragraph 54).	The 'Visual Study' which formed Appendix D to the landscape assessment included with the resource consent application illustrates the proposal in the context of the City and the consented buildings. This document has been issued to Auckland Council and has been agreed as addressing this query. As necessary, the consented buildings are discussed related to the appropriate viewpoints within the Visual Amenity section of the amended landscape assessment.
67	Please provide a visual simulation from the Hobson Street / Fanshawe Street intersection (as requested during the pre-application engagement – refer to the below snippet from the 18/08/23 request):	Refer to response to item 58. A series of 'white card' images have been prepared by WAM which illustrate the proposal from this location, especially in the context of the Hobson Street overbridge.

	Section 92 Item	Response
		
Landscape effects assessment		
Māori cultural landscape effects		
68	It is understood that the Waitematā and adjacent land have importance to a number of iwi. To better understand Māori cultural landscape effects in accordance with Te Tangi a te Manu4, advise how the Eke Panuku Mana Whenua Forum, as referenced in Appendix 2 of the application, has informed the design and the landscape effects assessment. Providing a copy of the Eke Panuku Mana Whenua Forum minutes is likely to assist in this understanding.	From a landscape perspective, the assessment was prepared following review and understanding of the cultural narrative of the design process, documentation, the principles and outcomes sought which was part of a partnership between Haumi, Ngāti Whātua Ōrākei and the wider project team.
Site context		
69	To better understand effects on the existing environment (paragraphs 49 – 52), please provide a description of the existing city form's relationship to the Waitematā, and specifically the way in which the Harbour Edge Height Control Plane (HEHCP) enables the existing transition of height down to the Waitematā.	The LVA addresses the relationship of the city's form with the Waitemata and assesses the proposal relative to the HEHCP.
70	In reference to Images D and E in the Landscape Assessment that do not show the Lower Hobson Flyover which forms part of the existing environment, please clarify whether or not the flyover was taken into account in the assessment provided in paragraphs 83 – 84.	This is addressed in paragraph 65 of the updated landscape assessment.
Effects on the form of the city		
71	In the heading above paragraph 89 of the Landscape Assessment, please explain why the effects are considered "potential" and clarify what further information is needed for the assessor to reach a conclusion on effects.	The word 'potential' is not uncommon terminology when assessing effects within a landscape assessment. It is also included within Section 3 of the RMA around the 'Meaning of effect'. Potential implies where effects may arise if certain steps are not taken. In the landscape assessment for this project this has been addressed through outlining and describing the proposal, assessing effects (including

	Section 92 Item	Response
		positive) and how any adverse effects have been addressed (avoided / mitigated) through the design.
72	Please clarify if the proposal meets the criteria to apply the HEHCP exception (H8.6.6.) and therefore determine whether the exception plane should form the baseline to which the HEHCP infringements should be assessed against. Provide a reference, as relevant, to the AEE or other expert's report of the rationale for why the HEHCP exception rule should be applied.	Refer to paragraphs 33 and 200-206 updated landscape assessment.
73	Please describe the landscape effects of the proposal in relation to the HEHCP outside of the site boundaries i.e. what impact will there be on the transition of building heights along the harbour edge as enabled by the control as it applies to existing built form development, including the recently constructed Commercial Bay / PWC tower.	An outline and description have been provided within paragraphs 56 and 101 of the updated landscape assessment. A transition in height is still provided to the south with the existing buildings and those proposed, stepping up away from the harbour edge. As such, the proposal will be consistent with the transition of existing built form and also development which aligns with Quay Street. Notably, development potential along this edge / frontage is yet to be fully realised within the city centre
74	In regard to paragraphs 50, 90, 128, 134, 157, 172, 174, 175 and 181 and in reference to the map below included in the Auckland City Heritage Walks – Auckland's Original Shoreline5 document as referenced in the landscape assessment (or any other records of the historic coastline), please clarify whether the site is i) on the Federal St ridgeline or ii) below and to the north of the ridgeline and iii) within the original coastline (below the historic Mean High Water Mark).   16 Mobility parking available in the Downtown car park. Mobility toilets available in the Downtown Shopping Centre and in the Britomart precinct on Tyler Street, opposite the Events Centre. Parts of this walk at either end are quite steep. The central section between Beaumont Street and the base of The Strand in Parnell is relatively level. 1840 Mean High Water Mark, plotted by Aranne Donald, Auckland City Heritage Division 1992, from original sources.	The site is located on the alignment of the ridgeline which runs north-south along Federal Street, albeit located just to the north of the original headland (Point Stanley) on reclaimed land. The Federal Street ridgeline forms the western 'side' of the valley and ridgeline landform and pattern as identified by the AUP provisions (refer H.8.2.(8)). The key matter being outlined within the landscape assessment is how the 'valley and ridgeline' AUP provisions respond to the overall landform and pattern of the city and its context. The site (in this part of the city) and the proposal provide an extension consistent with this pattern toward the harbour to the north aligned with the development pattern along the Federal Street ridgeline. Within each of the associated paragraphs, reference to the Federal Street ridgeline and / or the location of the site relative to the original shoreline of the city has been updated. Refer paragraphs 53, 95, 139, 149, 165, 169,

	Section 92 Item	Response
		174, 177, 180, 192, 194 and 201 of the amended landscape assessment report.
75	In regard to the comment in paragraph 93 c) that *"the wider eastern and western façades of T1 are partly internalised to the block",* please provide an assessment of other vantages, outside of the block, where the wider eastern and western vantages will be visible from, including from places within Britomart and the Viaduct Esplanade (refer to photos below as well as any viewpoint photographs / visual simulations already provided with the application).  *Photo 1: View facing west to site from Galway Street, Britomart*  *Photo 2: View facing east to site from Viaduct Esplanade*	This refers to paragraph 98(d) within the amended landscape assessment report. The eastern and western façades are 'internalised' between the two towers. However, where they can be seen beyond the site is assessed within paragraphs 118, 137, 143, 147, 157, 161, 171, 176, 182 and 186 related to viewpoints 3, 4, 5, 6, 9, 10, 12, 13, 14, 15. From within Britomart (on Galway Street for example), the towers will be seen in the context of, and behind the PwC Commercial Bay tower. Views will be of the upper levels and eastern façade of T1 and to a lesser extent that of T2. From this location the chamfered form of the upper level will be evident, as will the vertical elements of the façade which adds visual interest.
76	In regard to paragraphs 92 and 180 of the Landscape Assessment, and in consideration of the transition of building heights enabled by the HEHCP, please explain whether and, if so, how the 'bookend' effect in this site is anticipated by the AUP. Please describe if/how the 'bookend' effect is visually compatible with the effects the HEHCP manages, and also to the transition of heights to the Viaduct compared to the transition of heights that is enabled by the HEHCP.	This matter is addressed within paragraph 97, footnote 50 and paragraph 200 of the amended landscape assessment. It is also addressed within the urban design assessment of McIndoe Urban.
77	Please provide an assessment of effects in relation to how the proposal will be visually compatible with the heights of existing buildings on Quay Street, as viewed from Quay Street (refer photo below as an example). Please assess the landscape effects of the proposal on the established transition of building heights down to the Harbour edge. Quay Street's sense of scale and amenity.	Assessment of the potential effects on this localised part of Quay Street is provided within paragraph 89. Assessment of the established transition on building heights along Quay Street is also addressed within paragraphs 119, 139, 141, 145 and 162 of the amended landscape assessment in relation to Viewpoints 3, 5, 6 and 10.

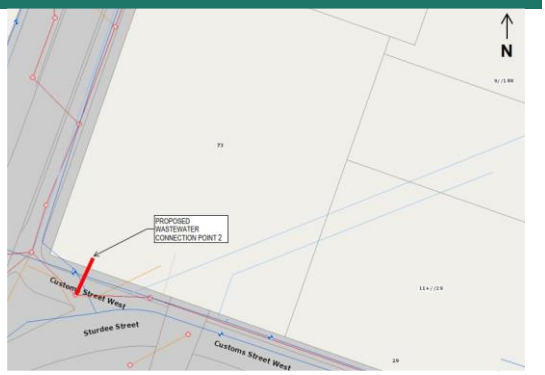
	Section 92 Item	Response
	 *Photo 3: View facing east to Quay Street from intersection of Viaduct Esplanade and Lower Hobson*	This matter is also addressed within the urban design assessment of McIndoe Urban.
78	Please assess the proposal's potential to enable or provide for cumulative effects in other areas covered by the HEHCP i.e. could other sites covered by the HEHCP be developed to similar heights if the proposal were to be implemented and what would be the cumulative impacts of such a scenario? a. Further to the above, would the HEHCP still be of relevance i.e. will all the effects that the HEHCP seeks to manage still be able to be managed if the proposal were implemented?	It is not appropriate to speculate on future applications and this is not considered a relevant s92 matter.
<u>Viewpoint assessment</u>		
79	None of the assessment of the viewpoints / visual simulations describe the existing city form (as seen in the viewpoint panoramic photographs) in relation to the existing transition of building heights to the Waitematā that has been enabled by the HEHCP, nor provide any assessment of effects relating to the existing transition. Please describe the existing transition of building heights to the Waitematā in these views and provide an assessment of adverse effects on the established transition in relation to the following representative viewpoints: • Viewpoint 2: Queens Wharf • Viewpoint 3: Quay Street • Viewpoint 4: Viaduct Esplanade • Viewpoint 5: Karanga Plaza Steps • Viewpoint 6: Brigham Street / Hamer Street (Wynyard Point) • Viewpoint 7: Stanley Point • Viewpoint 8: Takarunga / Mt Victoria, Devonport • Viewpoint 9: Ōkahu Bay Wharf (Ōrākei) • Viewpoint 10: Tamaki Drive at The Strand • Viewpoint 12: Anglesea Street / Ponsonby Road	Responses to this matter have been provided within the amended landscape assessment report. The proposal will be consistent with the existing pattern of development providing a transition in height toward the harbour edge. Comments are provided as per below: Viewpoint 2: refer paragraph 115 Viewpoint 3: refer paragraph 119 Viewpoint 4: refer paragraph 135 Viewpoint 5: refer paragraph 141 Viewpoint 6: refer paragraph 145 – 147 Viewpoint 7: refer paragraph 149 Viewpoint 8: refer paragraph 152 – 153 Viewpoint 9: refer paragraph 156 Viewpoint 10: refer paragraph 158 and 162 Viewpoint 12: refer paragraph 169 and 170 Viewpoint 13: refer paragraph 174 – 175 Viewpoint 14: refer paragraph 181 Viewpoint 15: refer paragraph 185 and 187 Viewpoint 16: refer paragraph 189 and 190 The urban design assessment by McIndoe Urban also addresses this matter.

	Section 92 Item	Response
	• Viewpoint 13: Shelly Beach Road overbridge • Viewpoint 14: St Mary's Bay Beach • Viewpoint 15: Sulphur Beach Reserve • Viewpoint 16: Harbour View Beach Reserve, Te Atatu Peninsula	
80	Explain how the obstruction of views from the Sky Tower's observation deck responds to the HEHCP purpose to *"maximise views between the harbour and the city centre"*6, and given this view is representative, describe whether the parts of the proposal infringing the HEHCP and the HEHCP exception will create a similarly obstructive effect from any other private views and public views i.e. publicly accessible lookouts / viewing platforms in other towers	The proposal would be seen in views from the Sky Tower observation deck. The harbour can still be seen as per render 05 of the architectural drawings. The same is the case from other publicly accessible, privately owned and controlled buildings. Reference in the AUP HEHCP standard, associated explanation and related policies to 'maximising views' must be understood in the context of that part of the HEHCP standard that enables exceedance of the 40m recession plane to 60m where a compensatory open space is provided. The proposal provides a significantly greater open space than that required to meet the relevant part of the standard.
81	In consideration of paragraph 93 c) under the heading Slenderness, please provide an assessment of the effects of the *"wider eastern and western facades*" in relation to the viewpoint 4 visual simulation and photo 2 in this memo from the Viaduct Esplanade.	This matter is addressed within paragraph 98(d), 137 and 143 of the amended landscape assessment report.
82	In regard to the commentary quoted below (paragraph 123 of the LA report) please provide an assessment of the sequential experience of approaching the site along the Viaduct Esplanade from the west, and determine whether more of the sky space that will be occupied by the proposal will be present in views within this sequence. *"Given the proximity of the view and the scale of the respective towers, the main focus of the view in this area is within the Viaduct harbour at ground / sea level. Similar to the view from St Patrick's Square, although the eye will be drawn up to the proposed buildings, only the lower levels will be 'naturally' seen, e.g. one would need to draw their angle of view up to see the upper levels".*	This is addressed within paragraph 136 of the amended landscape assessment report.
83	In regard to the Karanga Plaza Steps viewpoint, please describe what is meant by *"relatively slender"* (paragraph 129) i.e. relative to / comparative with what other towers in the view?	This is addressed within paragraph 143 and footnote 71 of the amended landscape assessment report.

	Section 92 Item	Response
84	Further to the above request for a visual simulation from the Hobson Street / Fanshawe Street intersection as requested by the Urban Design Specialist, please provide an assessment of effects from this viewpoint giving particular regard to the effects of the reduced setback on the relationship of the towers to the Harbour, giving particular regard to the heights and setback.	This is addressed within paragraphs 128 – 132 of the amended landscape assessment report, following review of the WAM imagery. The urban design assessment by McIndoe Urban also addresses this matter.
<u>HEHCP assessment criteria (for Restricted Discretionary activities)</u>		
85	In regard to paragraph 182 c), provide an assessment of any other views that will be affected by the parts of the proposal infringing the HEHCP, including private views and public views from towers i.e. publicly accessible lookouts / viewing platforms, including the Sky Tower.	The LVA takes a thorough and robust approach consistent with relevant guidelines including visual effects from a range of positions and perspectives.
86	In regard to paragraph 184, please explain how the proposal will be visually compatible with the existing transition of buildings heights to the Waitematā that has been enabled by the HEHCP.	The AUP HEHCP assessment criteria referencing visual compatibility addresses buildings in the context of the whole of the city centre. Waterfront amenity is also relevant but is not related to the matter of visual compatibility in the relevant provisions. The assessment that has been made is considered to appropriately address the provisions in the AUP.
87	In regard to paragraph 185, please describe the effects of the infringing parts of the HEHCP on the waterfront's sunlight admission and shading at street level and at public gathering places. Provide a reference being relied on to reach this conclusion if this assessment is provided in another expert's report.	This is addressed in section 2.3 (page 34) of the Urban Design Assessment.
88	In regard to paragraph 186, provide an assessment of the effects of the reduced setback on Lower Hobson Street on the streetscape scale and visual harmony anticipated by the AUP.	This is addressed in section 2.4 of the Urban Design Assessment.
<u>Landscape plans</u>		
89	Whilst it is noted that a planting strategy is provided in Appendix 4D from page 26 and roof gardens from page 44, notwithstanding this, please provide a planting layout and an itemized schedule pf plant and tree species to be used in the urban room to help determine the appropriateness and the ability of plants / trees to thrive in the space.	The level of detail provided is considered to be appropriate for resource consent purposes given the nature of the development and consents required. Notwithstanding, the responses to items 90 and 91 below provides commentary from the Project landscape architect with regards to the appropriateness and the ability of the plants/trees to thrive in the space.
90	Please advise how many hours of sunlight that the proposed trees in the urban room will receive	The Architectural & Landscape Design report outlines the intended planting strategy for the

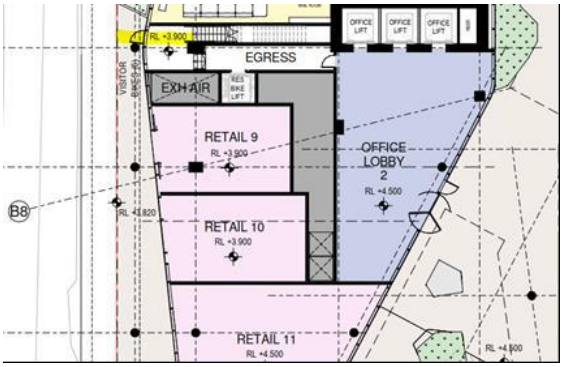
	Section 92 Item	Response
	throughout the year and provide arboricultural expert advice as to whether these trees will be able to thrive within the urban room conditions.	urban room which includes for species that reflect a range of habitats typically found across the coastal environment. From elevated headlands and coastal forest, valley slopes and across the foreshore. This provides opportunity within the final planting design for a variety of species to be confirmed that can meet the specific environmental conditions of the new built context and allow for varying levels of light and exposure. The typical species provided do not form an exhaustive list but are illustrative of the variety of species that could be utilised in the final design. Examples include shade tolerant trees such as Kohekohe and Taraire (proven as a street tree in narrower and darker Auckland city centre streets) with examples of understory species including Kiokio, Parataniwha, Rengarenga. Further development of the planting strategy and design will be undertaken through the developed and detailed design stages to determine final species selection leading to planting plans and schedules.
91	Please provide a planting layout and an itemised schedule of plant and tree species to be used on the podium roof to help determine the appropriateness and the ability of plants / trees to will be able to thrive within the exposed conditions.	The Architectural & Landscape Design report outlines the intended planting strategy for roof terrace areas which includes for species that reflect a range of habitats typically found across the coastal environment, including along elevated headlands, coastal forest and exposed cliffs. Indicative species included do not form an exhaustive list but are provided to illustrate the planting strategy. Wind tolerant species such as Arthropodium, Astelia, Coprosma, Disphyma, Hebe, Muehlenbeckia and Phormium commonly found in elevated locations along the exposed coastal edge of Tamaki Makaurau amongst others, offer a range of planting design options to suit exposed conditions. Typical coastal forest tree species such as Ngaio, Pohutukawa and Kōwhai with cliff dwelling species such as Kanuka and Mānuka may also be utilised to best suit the variety of conditions within the final planting design.

	Section 92 Item	Response
		Further development of the planting strategy and design will be undertaken through the developed and detailed design stages to determine final species selection leading to planting plans and schedules.
Architectural drawings		
92	Drawings RC80-0001, RC80-0005, RC80-0008, RC80-0009 and RC80-0012 do not show the Lower Hobson flyover and show other changes to Lower Hobson Street and Sturdee Park. It is noted that the removal of the Lower Hobson Street flyover does not form part of this proposal. Please clarify if changes to Sturdee Park form part of the application. If not, clarify on the drawings the extent of the changes to the existing environment shown that are not within the scope of the application (including the Hobson Street Flyover).	Changes to the Sturdee Park do not form part of this proposal.
Development Engineering including Geotechnical		
Wastewater		
93	The Infrastructure Report references in Section 1.1, Tower heights of 41 and 52 levels and plans from May 2024. The lodged plans illustrate tower heights of 45 and 56 levels [including podium] and are dated: August 2024. These supersede the plans relied upon for the Infrastructure Report. Please address this discrepancy and provide updated wastewater calculations for peak weather flow and capacity assessment (if appropriate).	The calculations in the Infrastructure Report have been updated to reflect the latest Architectural Plans and Area Schedule.
94	The executive summary in the Infrastructure Report references new connections to Custom Street West and Lower Albert Street however the plan provided in Figure 3.3 shows new connections are proposed from Lower Hobson Street and Sturdee Street. Please clarify the discrepancy.	The proposed connection point 2 is located on Customs Street West, refer image below. Figure 3.3 provided in the infrastructure assessment, which is a screenshot from Auckland. Council's GIS, is more zoomed out, so the Customs Street label is not visible.

	Section 92 Item	Response
		
95	It is understood there has been discussions directly with Watercare Senior Development Engineer, James Shao and Development Engineer Steven Lopati for this proposal. Please provide copies of this correspondence.	WSL consultation application forms were provided to Watercare on 31/05/2024. Copies of the correspondence between T+T and Watercare (WSL reference CON-185299) are attached to the infrastructure report.
96	Due to the scale of development, the Council would require Watercare to provide input to the assessment. The necessary capacity calculations and drainage plans have been provided within the Infrastructure Report. However please can the applicant fill the attached (Appendix 1) form to enable the Development Engineers to send through to Watercare for assessment.	As per response to item 95, the completed form was provided to Watercare on 31/05/2024 (WSL reference CON-185299). The development usage has been revised a number of times since May. Tower 1 is now predominantly office/commercial usage and tower 2 is predominantly residential apartments. Refer to the Architectural drawings prepared by Warren and Mahoney for further details. The wastewater calculations have been updated based on the Downtown West - Downtown Carpark Redevelopment Area Schedule provided by Warren and Mahoney dated 15 Nov 2024 "20241115 DTW_Area Schedule_EX.xlsx provided via email on 02/12/2024. Refer to the updated Development Application Form attached.
<u>Flooding</u>		
97	Please provide a clear plan and drawings to show the location and details of the proposed flood barriers referenced in Section 2.2 of the Flood hazard and risk assessment report. a. While it is acknowledged that these are to be refined with subsequent design stages, details of what is proposed and where is still required for E36 assessment to demonstrate what and how overland flow and flood plains are to be managed and mitigated. b. If the proposed flood barriers are permanent, please present these clearly in the landscaping plan for consistency.	Please refer to 'Service Lane Flood Mitigation Options' 05/11/2024 attached as Appendix 4G.

	Section 92 Item	Response
98	If flood barriers are temporary structures requiring monitoring for severe weather events to instigate installation, and maintenance to ensure that they are in good condition for use, please advise.	This is addressed in the 'Service Lane Flood Mitigation Options'.
99	Please clarify what measures are to be implemented for the lack of adequate freeboard for retail units 9 and 10 e.g., flood resilient design to minimise operation downtime, closing of the store during severe weather events, flood barriers to prevent entry of floodwaters into the retail store, alternative entry/exit from the retail store etc.	Flood mitigation design opportunities include (but not limited to): • Temporary flood barriers (transportable) • Permanent flood barriers (dynamic or static) • Flood gates for doorways/entrances • Raising power outlets, sensitive equipment, stock and other items above freeboard level • Temporary or installed sump or puddle pumps • Waterproof external walls and floors • Closing of store during extreme weather events
100	Please provide calculations and parameters used to produce the outputs for the pre and post development conditions (with 3.8 degrees climate change).	The hydraulic model used was the AC "2018 baseline" CBD model as provided by Auckland Council and documented in the memorandum "CBD Hydraulic Modelling – Envivo Downtown Master Levels Design Works" issued to Auckland Council in December 2018 and the July 2012 AECOM report "CBD Flood Hazard Mapping Report". Updates are listed in section 2.2 of the Flood Hazard and Risk Assessment report. The pre-development (Downtown Car Park development) model included drainage modification and terrain updates obtained from survey and as-built information of relevant nearby works, as well as survey information of the laneway (this area was originally blocked out in the AC model received). The post-development model included proposed ground level changes within the site boundary from architect Warren and Mahoney drawing RC10-0010 dated 22/07/24 (and later verified against the updated drawing dated 03/12/2024). The TP108 24hr 100yr rainfall depth has been used as the baseline rainfall. Rainfall increases to represent the future climate change 2.1 and 3.8 degrees scenarios were applied based on Table 1 of the SWCOP v4. The TP108

	Section 92 Item	Response
		normalised 24hr temporal rainfall intensity profile from Table 2 of the SWCOP v4 has been used.
101	Please confirm if a Flood Management Plan is proposed to manage the response to severe weather events. If so, please provide some high level comments on expected content e.g. monitoring of severe weather events, maintenance of flood barriers and any alarms, etc that could then be secured as a condition of consent. Please include this in the hazard risk assessment.	Taking into account the 'Service Lane Flood Mitigation Options' provided and the flood hazard risk assessment undertaken to support the development, a Flood Management Plan is not proposed.
102	Plans showing the distribution and depth of floodwaters and overland flows have been provided. Please provide plans showing the velocity of flows for the pre and post development condition with 3.8 degrees climate change.	This is addressed in section 2.3 of the updated Flood Hazard and Risk Assessment report.
103	In order to assess the risk of flows to persons and vehicles, assessment is necessary on the depth and velocity of flows. Information regarding the depth of flows has been provided, please also provide the anticipated velocity of flows.	This is addressed in section 2.3 of the updated Flood Hazard and Risk Assessment report.
104	The risk assessment is based on 40 mm of floodwaters in the retail spaces 9 -10 (3.9 m RL) however this appears to rely on point 6's data (3.94 m RL). Point 5 appears to be located closer to retail spaces 9-10 and reports a 3.95 m RL for the top of flood level and would result in a 50 mm depth of floodwaters in the retail space. Please clarify how the 40 mm was deduced for the risk assessment or update the assessment.	50 mm is correct - refer to updated Flood Hazard and Risk Assessment report, section 5 bullet points 3 and 8.
105	The documentation states that there is up to 20 mm increase in flood depths as a result of the proposal. Please provide further commentary on the effects it may have on the road network for public users and emergency service vehicles in a 1% AEP event.	The up to 20 mm increase in flood levels does not alter the flood hazard on the road network. Therefore, the effects of the development on the road network for public users and emergency service vehicles remains unchanged.
106	Noting the depth of floodwaters on Lower Hobson Street to be in the order of 0.5m which is of significant risk to persons, please provide an assessment for the safety of persons exiting the site to Lower Hobson Street or a clear plan showing alternative evacuation route from the site to ensure that persons do not encounter unsafe hazards. Please note that safe evacuation routes must be practical, legally available, accessible and safe.	Refer to architectural drawing sheet no, RC10-0010. Additional doors provide an egress pathway to enable access to the urban room through office lobby 2, to be used only in the event of floor evacuation. Section 2.3 of the updated Flood Hazard and Risk Assessment report, also explains hazard classifications and mapped hazard along Lower Hobson Street. It does not identify any "H3 areas" which is the lowest hazard where

	Section 92 Item	Response
		risk to people is identified as "unsafe for vehicles, children and the elderly".
107	It is noted that there appears to be an egress which may also be affected by floodwaters which has been excluded from the risk assessment. Please include this in the risk assessment. 	Refer to response to item 106. Refer also to bullet points 3 and 8 in Section 5 of the Flood Hazard and Risk Assessment report.
108	Please confirm if there are any changes to the overland flow path entry and exit point locations as a result of the proposal.	There are no changes to the overland flow entry and exit points. Overland flow entry and exit points (not shown in GeoMaps) through the laneway will remain unchanged between the pre- and post-development scenarios. However, when flood barriers are up, flow will be prevented from passing through. See Flood Hazard and Risk Assessment report for discussion on effects. The current overland flow path shown to be originating within the existing development building footprint and passing through the laneway to the north is inaccurate because it passes through existing buildings.
109	Please confirm if there are any changes to the capacity of overland flows as a result of the proposal.	There are overland flow paths identified on the southern, western and northern boundary. The capacity of the overland flow paths on the southern and western boundaries will increase as a result of the proposed building extents being set back from the property boundary (i.e. in comparison with the existing building. There are no changes to the capacity of the overland flow path on the northern boundary.
<u>Earthworks (excluding erosion and sediment control)</u>		
110	It is noted that water sprinklers and dust control measures are proposed during demolition works. Please provide dust control measures for during earthworks for assessment against E12.6.2(5) and E12.8.2(1)(b).	This is addressed in the Air Quality Assessment and Dust Management Plan.
111	Please provide a clear isopach earthworks plan to show the location, distribution and depths of proposed earthworks. This should show the	A cut fill isopach drawing has been produced based on a comparison between the existing ground level to basement excavation levels

	Section 92 Item	Response
	location of lift pits and water tanks which are deeper than the lowest basement level and confirm the maximum excavation depth.	and areas provided by Warren and Mahoney. The overall cut volume is estimated at 117,790 m3 refer drawing 101643.1000-200 Rev 1 attached.
112	The Burland Scale includes a number of assumptions including that the building has not historically endured deformation and omits the age of the structures whereby relatively small amounts of ground settlement may result in effects otherwise not anticipated. Therefore, we require assurance that the assumptions are met or the site-specific structures and services have been considered with their existing condition, age, depth and construction type. Therefore, please provide comments on the construction type, depth, condition and age of the neighbouring buildings, paved surfaces and public and private services which are affected to justify the assessment of effects. This assessment can be undertaken in collaboration with a structural engineer.	The buildings that are immediately near the development (MSocial, HSBC Tower, Aon Tower) are all reasonably modern buildings, with the main structure supported on pile foundations socketed into ECBF rock or on shallow pads directly bearing on rock. Given the age of the structure, foundation system and the low ground settlement assessment, the risk of building damage due to the assessed ground settlement are considered very low to low. This has been jointly assessed between the geotechnical and structural engineer for the development. A consideration of these factors are included in Table 4.13 in the updated report.
113	Please provide endorsement from a structural engineer for the proposed alert and alarm tigger levels in section 3.1 with consideration to total and differential ground settlement effects (not just dewatering).	The Alert and Alarm Levels for total and different ground settlement have been reviewed by the Structural Engineer and endorsed as being appropriate relative to the predicted settlements and existing building materials and foundation types.
114	Please clearly identify the investigation logs relied upon for the geological sections. This is different to ascertain from the Geotechnical Layout Plan if relying on the investigation logs from Appendix D due to multiple labels on the same log e.g. page 87 of the PDF appears to be labelled as Bore 12 64, BH_TT66665 and BH_64335 however none of these are referenced in the Geotechnical Layout Plan.	Appendix D has been reviewed and updated as needed to match investigation IDs between the Geotechnical Layout Plan and Investigation Logs.
Groundwater Specialist		
115	Please undertake an assessment of the proposed activity against AUP (OP) Standard E7.6.1.6 (1 to 3), which is missing from Table 5.1. of the T & T report.	An assessment against Standard E7.6.1.6 has been added to Table 5.1 in Section 5 of the Geotechnical and Groundwater Assessment Report.
116	It is unclear where the combined settlement profiles, presented in Appendix H of the T&T report, are located. Please identify and annotate the locations of the critical cross-sections on Figure 1 – The Geotechnical Layout Plan. Critical cross-sections are required considering the deepest excavations, proximity to adjacent	The outputs provided in Appendix H have been annotated to clarify how the combined settlement plots have been developed.

	Section 92 Item	Response
	buildings (including podium parking structure for HSBC building), structures and public/private services.	
117	Please correctly annotate the locations of neighbouring buildings, structures and services on the geotechnical cross sections and combined settlement profiles. Foundation types and depths and basement levels of buildings/structures should be shown for clarity and foundation / pile layout plans are to be provided from Council Property files. These plans are to be annotated with critical information for all neighbouring structures/buildings. Any existing public and private services should also be annotated on the cross sections at the correct depth. We note that the following buildings/structures/services/roads have not been assessed: a. HSBC Tower parking podium, located directly adjacent to the northern part of the eastern site boundary. b. The Lower Hobson Street flyover, located approximately 8m west of the western site boundary, c. Gas pipelines, shown on the Dry Services plans appended to the T&T Infrastructure Concept Design Report, between the excavation and Customs Street West.	The locations of the buildings assessed are shown on the figures between the purple dashed lines on the geotechnical cross sections and combined settlement profiles. The report has been updated to include an assessment of the buildings / services noted by the Reviewer. We note that T+T has previously been involved (and therefore have knowledge of) the design of all but the Hobson St flyover. The foundation types presented are based on this. Given the low magnitude of total / differential settlement assessed for these structures – significant effects are not anticipated regardless of foundation type.
118	It is noted that different values for the Effective Elastic Modulus and Effective Poisson's Ratio have been used for the Section 1 and Section 2 Seep/W analyses. Please clarify why different values have been adopted for the same soil units across the models, or revise the analyses accordingly.	Analyses (Section 2) has been amended to be consistent with Table 4.4. This has resulted in negligible 0.5mm in maximum settlement at the edge of the basement excavation. The settlement profiles in Appendix H and our assessment of effects in the report have been updated for the revised groundwater analysis (Section 2).
119	It is noted that groundwater flow in a northerly direction may be impeded by construction of the basement, however T&T consider the potential for groundwater mounding to be low, with groundwater mounding to be considered at the detailed design stage. Groundwater mounding may result in adverse effects on any nearby basement structures (such as the two level drained basement at HSBC Tower and the drained basement at West Plaza at 1-3 Albert Street) and must be assessed as part of this application. We note that the high-level mitigation measure of installing permeable trenches around the wall	As noted in Section 4.3.9 of the geotechnical and groundwater assessment report, it is considered that the potential for groundwater mounding to be low based on the permeability of the Reclamation Fill and Marine Sediment, and continued connections to the harbour through Lower Hobson Street, the private laneway between the DTC site and HSBC/ Aon buildings and Lower Albert Street. However, as noted in the Geotechnical and Groundwater Assessment report, permeable trenches have been allowed as a mitigation

	Section 92 Item	Response
	perimeter would likely result in additional groundwater drawdown and consolidation settlement which has not been addressed. Please provide a detailed assessment of groundwater mounding and assess the effects of any proposed mitigation measures should they be required. In addition please provide an assessment of shadow effects of the proposed basement on the foundations and any basement at the MSocial Hotel.	measure if needed and the need for these will be considered further during detailed design. The permeable trenches will be constructed above the baseline/ natural groundwater level to limit any groundwater mounding. As the invert of these will be installed above baseline groundwater level, any drainage via these trenches will not result in an increase in effective stress in the underlying soils and hence any additional consolidation settlement. This mitigation will also limit any increase in groundwater flow into drained basement at HSBC Tower or West Plaza (noting that these basements are 30m + away from the southern side of the DTC site). MSocial Hotel is within 30m to 50m away from the Harbour. Given the high permeability of the reclamation fill and marine sediment the recharge rate from the harbour will control groundwater levels beneath MSocial Hotel, and hence there will be negligible shadow effects due to the construction of the DTC basement.
120	The WALLAP output for Section 3, Option 1 (sheet piles terminating in the ECBF) has only been undertaken to the toe of the sheet piles. The assessment does not include any relaxation/movement within the ECBF rock below the toe of the sheet pile or lateral deflection of the future proposed permanent wall. Please revise the assessment of Section 3 to include the effects of the open excavation to the full basement depth. We note that WALLAP may not be appropriate for this assessment and finite element modelling, such as PLAXIS, may be required. We also note that the Modulus of Elasticity of the concrete diaphragm wall has been used in the Section 3 WALLAP assessment rather than the value for the sheet piles which is provided in Table 4.8 of the T&T report. Please ensure the correct Modulus of Elasticity value is used for the assessment and revise accordingly.	WALLAP analyses for Section 3 has been updated as per Table 4.8. This has resulted in a slight reduction in wall deflections and anchors forces, and a slight increase in structural actions within the wall. The basement excavation along the perimeter of the site is approximately 20.8 m deep. This will result in vertical unloading of approximately 440kPa and lateral unloading of 180 kPa (for a Ko of approx. 0.4). A drained stiffness of 200 MPa for the ECBF and unload/ reload stiffness of 800 MPa has been adopted. This results in relaxation of rock due to unloading in the order of 0.2 to 0.3 mm. This relaxation is immediately at the face of the excavation and will become negligible with horizontal distance away from the excavation face. It is expected further movement may occur if there are adverse joints/ defects in the rock face. Mitigation measures for this in Section 4.4.6 are proposed, through inspection and mapping of the rock cut as the excavation proceed and rock bolts with mesh or shotcrete facing to stabilise rock cut as needed.

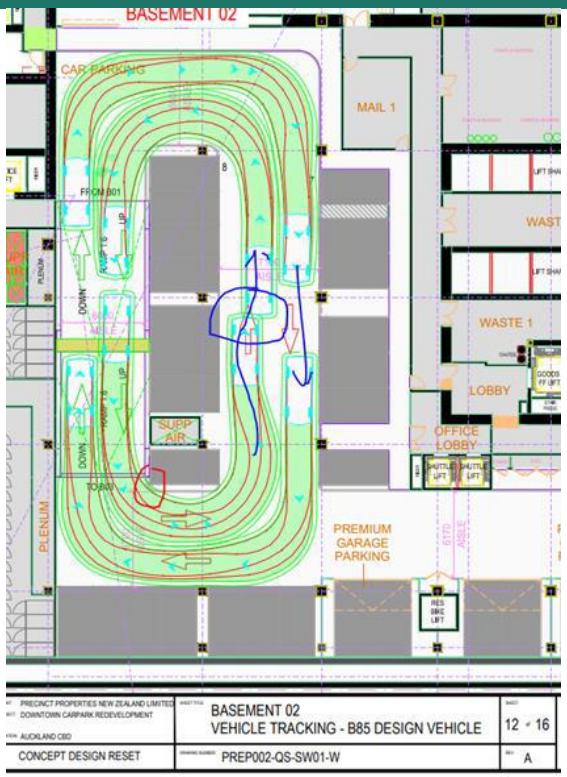
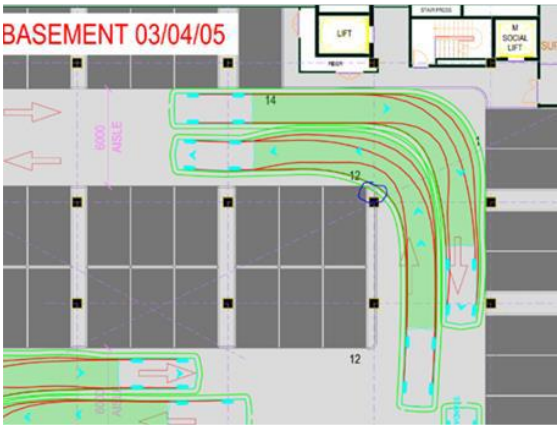
	Section 92 Item	Response
		Negligible wall movements are anticipated from the permanent propped basement walls, as indicated by our analyses for Section 1 and 2 with the same permanent wall arrangement.
121	It is noted that no assessment has been undertaken for the proposed Section 3 diaphragm wall (Option 2). Please undertaken an assessment of the diaphragm wall option, if it is still proposed.	The Section 3 Option 2 design is based on the analysis undertaken for Section 2. Given the cross-section through Section 3 is less onerous in terms of retained height of soil and depth to rock, it is considered that the analysis undertaken for Section 2 will be conservative and is reasonable for informing the option design for Section 3 for resource consent application.
122	It is noted that the proposed basement wall for Design Section 2 and Design Section 3 – Option 2 is dependant on ground anchors. Please provide written approval from Auckland Transport for the ground anchor installation within the road reserves of Customs Street West and Hobson Street.	The report has been updated to include the D-Wall option with internal propping (i.e. that developed for the northern side) as an alternative option for Section 2 and Section 3 as feasible retention options for the construction of the basement. There are constructability benefits with using ground anchors for Section 2 and Section 3, and discussions with Auckland Transport are currently underway to obtain approval for encroachment into the road reserve.
123	Please provide additional assessment / including modelling and confirmation of the adequacy of the groundwater cut-off by only a minimum of 1m embedment of the sheet pile wall along the southern and the south portion of the eastern boundary in to ECBF rock.	The 1m embedment into ECBF rock of the sheet pile to provide groundwater cut-off has been modelled in our Seep/W analyses. The analyses indicate that this embedment and a row of ground anchors near the toe of the sheet pile are sufficient to achieve groundwater cut-off based on the comparatively higher horizontal permeabilities of the overlying marine sediments / reclamation fill compared to the vertical permeability of ECBF rock (or the sheet pile wall itself).
124	Please undertake the assessment of damage to buildings using the Damage Classification after Burland (1995) and Mair et al (1996) which includes the "Very Slight" description of the degree of Damage and refers to Limiting Tensile Strain and update Section 4.5 of the T & T report accordingly.	The damage criteria adopted in our assessment by CIRIA PR30 is very similar in both damage classification and settlement limit to those requested. It is therefore considered unnecessary to undertake alternate assessments given the risk profile established by CIRIA PR30, particularly given the low total and differential settlements.
125	As a result of the response to the queries 115-124 above, please revise the assessment of effects on neighbouring buildings, structures (including	As per comments above, there are no significant changes to the assessed effect on

	Section 92 Item	Response
	driveways, accessways and roads) and public and private services. The combined settlement profiles should also be revised as necessary and calculations provided for the maximum differential settlement values annotated on the combined settlement profiles under neighbouring buildings, structures (including driveways, accessways and roads) and public and private services.	neighbouring buildings, structures and underground services.
126	Geological Section 5, appended to the T&T Geotechnical and Groundwater Assessment report has been incorrectly labelled Section 4. Please revise accordingly.	Noted and corrected.
127	Please consider adding the following to the Construction Monitoring and Instrumentation Plan or provide justification as to why they are not required: i. A groundwater monitoring piezometer (MW05) near the south-eastern corner of the site to monitor the effects of groundwater mounding, ii. Additional ground settlement pins beyond the northern and eastern site boundaries, iii. Settlement pins on the Lower Hobson Street flyover structure	i. MW02 is moved closer to the SE corner of the site. It is not considered that an additional groundwater monitoring well to be needed at this stage. ii. Additional ground settlement pins on the northern and eastern side boundaries are provided. It is not considered that ground survey pins are needed east of existing HSBC and AON buildings. iii. Building survey pins along the Lower Hobson St flyover structure have been allowed for.
128	It is noted that pre and post-construction internal condition surveys are proposed for the MSocial, HSBC Tower, AON Tower and Tepid baths buildings. Please clarify: a. the extent of the proposed surveys and show this on the Construction Monitoring and Instrumentation Plan. b. include the nature and extent of the external survey of the Lower Hobson Street flyover structure and road pavement. c. why (in Table 6.1 of the draft GSMCP) `no internal surveys are proposed of 204 Quay Street and the Watermark Building at 85 Customs Street West'.	a) The buildings and the requirements for the pre and post-construction survey are noted in Section 6.2.2 and 6.2.3 of the GSMCP. b) An external survey and building survey pins for the Lower Hobson St flyover has been included. c) The 204 Quay Street and the Watermark Buildings are not in the immediately vicinity of the DTC development and are located further than 30m from the western edge of the development. These buildings are also near the Viaduct Basin, and it is expected that the groundwater recharge in the Reclamation Fill and marine sediment will largely be controlled by the proximity to the harbour. The total ground settlement estimated at the 204 Quay Street and Watermark Buildings are less than 5 mm and 7 mm respectively, with negligible damage assessed as per CIRIA PR30. As such, an external conditional survey supported with building survey pins is expected to be sufficient for these buildings.

	Section 92 Item	Response
129	On the Construction Monitoring and Instrumentation Plan please identify the sections of stormwater and wastewater pipes for pre and post construction condition surveys. Also show the details of the nature and extent of the proposed surveys for the gas pipes (shown on the Dry Services plans) and water mains.	As noted in Section 6.3.1 of the GSMCP conditional survey will extend to underground services within 20 m of the basement excavation. Conditional survey will consist of: - Pressure test/ leak detection for water mains - CCTV survey for stormwater and wastewater pipes The plans from Vector indicate a MP4 pressure level gas line along the southern boundary of the site. The pipe is oriented parallel to the basement excavation, so very little differential settlement is expected. The pipe is also a 50 mm diameter HDPE pipe and is expected to have a high tolerance for differential settlement (Table 4.12)
130	Please revise Table 3.1 of the GSMCP to refer to Groundwater Alert Levels 1 and 2 rather than alert and alarm trigger levels. Alarm levels are not appropriate for groundwater level monitoring.	Noted and amended.
131	Please revise the alert and alarm values for building settlement pins in Table 5.1 of the GSMCP to reflect the 70% of the predicted total settlement and the predicted settlement as shown on the revised settlement profiles for MSocial, HSBC Tower, HSBC podium car park structure, AoN Tower, the Lower Hobson Street flyover structure, 204 Quay Street , Tepid Baths and the Watermark Building at 85 Customs Street West.	The Alert and Alarm levels based on assessed settlements have been updated. Note for 204 Quay St, Tepid Baths and Watermark Building an Alarm Level that is consistent with remaining in the negligible building damage risk as per CIRIA PR30 are proposed.
132	It is noted that the Inclinometer alarm trigger levels, provided in Table 4.1 of the GSMCP, are higher than the assessed retaining wall deflections (e.g. 35 mm Alarm level vs 24 mm predicted deflection). Please revise the alarm and alert levels to reflect the maximum assessed retaining wall deflection which is the basis for the assessment of effects on neighbouring buildings/structures.	Noted. The Alert and Alarm level for the inclinometer have been updated.
Traffic Engineering		
133	The S92 Request for Further Information related to consent reference: LUC60435285, dated 27 August 2024 and specifically numbers 22-31 of that letter are applicable to this request. Subject to the response to those requests, there may be follow up requests in relation to the matters listed below relevant to this consent application: • Construction hours	Refer to s92 response provided for LUC60435285 as it relates to the demolition activity (included as Appendix H of the Integrated Transport Assessment (ITA)).

	Section 92 Item	Response
	• Heavy vehicle routes • Pedestrian and cyclist safety assessment and diversion mitigation • Local access assessment • Contractor parking assessment and mitigation • Vehicle tracking of construction vehicles is similar to demolition.	
	Temporary activities (E40) *Note: The Construction Traffic Assessment refers back to the demolition details for the pedestrian and cyclist safety assessment and diversion mitigation. This is of concern as the demolition is only for one year with particular stages lasting varying lengths of time (Stage One being 48 hours), however this consent is for multiple years. Further information is required to understand the effectiveness of the mitigation especially due to the long closure and diversion periods.*	
134	The ITA at page 61 (Table 16) provides details of average truck movements per day during earthworks. It is stated that the volume of heavy vehicles daily and hourly will ultimately be dependent on the methodology the contractor adopts. Please can details of the likely range of truck movements per day be provided and a sensitivity test be carried out for the high range of truck movements, in addition to the average to enable the potential effects to be understood and inform any additional potential mitigation requirements?	A high-level estimate of truck movements was provided in the ITA for the earthworks. This was based on the duration of the programme and the amount of excavation material to be transported off-site off-site. Given a contractor has not yet been appointed, it is not possible to provide precise numbers. Assuming that the site is excavated at a consistent rate, it is likely that truck volumes will not vary by much. It is understood that the duration of the earthworks will most likely be driven by the ability to excavate the material. For the scenario of a 12.6 m rigid truck during excavation (provided in Section 11), the average trucks per day was estimated to be 72 trucks (144 truck movements per day). If scheduled evenly throughout the day (7 am to 6 pm on a weekday), there could be an average of 6.5 trucks per hour, or 13 truck movements per hour. The updated modelling for the demolition Section 92 responses in Appendix H assumed 7 trucks per hour (14 truck movements accounting for inbound and outbound routes), which is consistent with the predicted earthworks hourly volumes. It is noted that the estimated vehicle movements will be much lower than the existing Downtown Carpark vehicle trips (300 – 380 vehicles per hour during weekday peak hours), which will be removed during the demolition. While there may be some displacement of existing Downtown Carpark trips to other parking areas in the City Centre, there will generally be a reduction of traffic

	Section 92 Item	Response
		volumes for the roads immediately surrounding the site during the Demolition. The operational effects of construction are more related to temporary road and lane closures, rather than the volume of construction traffic. While it may be possible that construction vehicle movements may fluctuate on an hourly basis, it is unlikely to be significant. It is further noted that any potential time restrictions on construction vehicle movements has the potential to extend the overall duration of earthworks, and therefore any temporary road or footpath closures that may be required.
135	During a site visit (04/09/2024) Signage restricting vehicles over 10.3m long from turning right into Lower Hobson Street was viewed. Please confirm that the heavy vehicle routes proposed during demolition and construction will comply with this restriction. Please identify measures to ensure this restriction is adhered to.	This sign is located at the south end of the Lower Hobson Street slip lane, which restricts vehicles over 10.3 m from turning right to effectively undertake u-turn back onto Lower Hobson Street. In the updated demolition assessment provided in Appendix H, it is now proposed to utilise this area as a construction vehicle access point, although vehicles will enter from the opposite direction compared to existing. To accommodate a 12.6 m rigid truck, we recommended that kerb realignments will be required, in addition to temporary sign and signal post removals. We anticipate that these measures will also be required for the construction phase.
Car Parking		
136	Access and Maneuvering (E27.6.3.3). The Vehicle Tracking assessments are provided as Appendix E of the Traffic Report. Sheet 12 of 16 Basement 02 Vehicle tracking – B85 Design Vehicle (Drawing number: PREP002-QS-SW01-W Rev A) with snip copied below (Fig 1) shows a clash with a structure (identified with the red circle). The blue annotation below illustrates a segmented / non-continuous tracking curve. Please provide tracking curves that are continuous and do not clash with structures.	The areas identified in the request are not structures, but flush markings only. Vehicles will be able to drive over these areas without conflicting with a structure. Updated vehicle tracking are provided in Appendix E, which provides continuous vehicle tracking as requested. It is confirmed that no changes to the layout are necessary due to this information request.

	Section 92 Item	Response
	 Figure 1  Figure 2	
137	Sheet 14 of 16 Basement 03/04/05 Vehicle Tracking – B85 Design Vehicle (Drawing number: PREP002-QS-SW01-W Rev A) with snip copied above (Fig 2) shows the tracking curve clearance clashing with a structure. Please amend the tracking curves or identify design changes that provide mitigation for this clash.	As with response to item 136, these are flush line markings and not solid structures. Therefore, vehicles will be able to drive over these areas if necessary without creating a conflict.
138	Passing Bay – Further to the above points, subject to the response to the vehicle tracking curves at the bends, further information may be required to assess whether a passing location/bay may be required as further mitigation.	There are no clashes with structures as the identified areas are flush markings. Therefore, no passing bays are required.

	Section 92 Item	Response
139	Vertical Clearance (E27.6.3.5). Please provide vertical clearance cross sections for the existing (HSBC site) section of the proposed Laneway, clearly displaying the vertical clearance restrictions mentioned in the documentation (AEE and Integrated Transport Assessment) as being 3.6m.	Vertical clearance cross-sections of the service lane are provided in Appendix D to the ITA. The signposted 3.6 m restriction is also shown in Figure 25 in Section 9.4.2 of the ITA. The vertical clearance limitations are largely due to overhead services within the service lane.
140	The Traffic Engineer has vertical clearance concerns with respect of the servicing arrangements (Section 8.4.2 of the ITA) for the proposed development, noting the existing Quay Street entrance (beneath the HSBC development) has a 3.6m vertical clearance restriction and the proposed Laneway entrance from Custom Street West will have a 2.9m vertical clearance restriction. For example, an average Auckland Transport (AT) 7.3m rubbish truck has vertical height of 3.7m. With this in mind, please clarify and demonstrate that the current infringing vertical clearance height (stated as 3.6m) can accommodate an 8.3m truck or provide mitigation or address this concern through design changes.	Figure 26 in Section 9.4.2 of the ITA shows one of the existing loading docks on the service lane which has a sign posted 3.4 m vertical clearance restriction. This provides evidence that loading can take place in the service lane with overall vertical clearance restrictions of 3.4 – 3.6 m. The proposed service management plan is intended as a mitigation measure for the vertical clearance restrictions. Of particular note: • The loading dock will be managed by a Dock Manager located at the proposed loading dock • To book a parking space within the dock will be via an automated booking system such as 'Mobile Dock'. This is currently used for the existing loading spaces in the service lane and Commercial Bay. This system manages any queuing related issues by booking spaces and lengths of time for loading vehicles • The system is integrated with access control & CCTV systems allowing license plate recognition to navigate any potential security barriers with an approved booking • The booking system will make the user aware of the vertical clearance restrictions. It is not necessary to accommodate the specific scenario of an Auckland Transport 7.3 m rubbish truck which has a height of 3.7 m for the following reasons: • This vehicle would not be able to service the existing service lane due to the existing 3.6 m restrictions • The loading vehicle tracking assessment is based on a truck of up to 8.3 m in length for the purposes of checking vehicle tracking. There may be different types of vehicles up to 8.3 m in length, but all vehicles will need to comply with the 3.6 m vertical clearance restriction

	Section 92 Item	Response
		• Private rubbish collection will be undertaken. There are many different types of rubbish trucks which have heights lower than 3.6 m. This is specified in the Waste Equipment Requirements advice note by WSP provided as part of the application material.
141	Please also provide details as to how furniture trucks and waste collection vehicles will be able to access and service the site owing to the considerable residential proportion of the proposal.	Refer to response to item 140 which explains how the proposed service management plan will operate. This system will be able to coordinate rubbish collection, and furniture trucks for the residential activity. The proposed 5 loading spaces will be used for both of these activities. Further detail about rubbish collection is specified in the Waste Equipment Requirements advice note.
142	Please can it be clarified how emergency service vehicles (Fire Trucks) will attend the site owing to the vehicle access restriction and vertical height clearances (E27). It is also noted that PC79 introduces a reference to emergency vehicle access. Please can it be clarified if fire tender access is restricted to the Laneway. If it is, please clarify if this arrangement is of concern to the New Zealand Fire Service or provide evidence that emergency responder access is suitable.	The FENZ standards require a 4 m vertical clearance for fire trucks. This 4 m vertical clearance is not available in the existing or proposed service lane design, meaning a fire truck will not be able to access the service lane. Based on discussions with Crossfire (the fire engineer acting for the development), it is understood that the primary FENZ attendance location for vehicles and operations would be on Customs Street West, which would only be required during emergencies. The secondary attendance point would be on Lower Hobson Street. No discussions have been held with FENZ at this stage, but it is considered that this solution provides fire serviced vehicles with appropriate access to the development should an emergency event occur.
143	Whilst the AEE and the Integrated Transport Assessment refers to a Servicing Management Plan providing mitigation for the vertical clearance restriction, please provide a Servicing Management Plan to further understand how adverse effects of the reduced vertical height clearance will be avoided, or mitigated. This should provide details of anticipated servicing related to frequency, number, time of day and any conflict with peak periods. This information should also include a section on existing servicing demands for HSBC and Aon buildings to understand the full demands on the redesigned Laneway.	Refer to response to item 140. The proposed service management plan, which will use the Mobile Dock automated booking system, is appropriate to manage and schedule loading demands throughout the day. Refer to Section 6.4.4 of the ITA for existing servicing volumes on the service lane. These existing servicing demands are very low, and already occur during peak periods. As assessed in Section 10.2.2, peak hour servicing volumes are not predicted to be high. Given the modelling assessment in Sections 10.3.3 and 10.4.3 shows that the accesses

	Section 92 Item	Response
		perform well, it is considered that peak period restrictions are not necessary.
144	Please can details of existing consent conditions relating to servicing, car parking or other vehicle access arrangements in relation to the HSBC, Aon and M-Social buildings / sites also be provided and the effects of any changes to those conditions considered within the ITA and AEE. *Note: Whilst this may be an existing situation, the existing activities using the service lane can leave via Custom Street West (potentially). It is unclear what the existing or proposed waste management arrangements are.*	Existing consent conditions relating to servicing, car parking or other vehicle service arrangement are included below: HSBC relevant condition: (16) **Facilities for the storage and disposal of refuse shall be provided on the site at all times to the satisfaction of the Manager: City Planning and together with the off-street loading spaces shall be made available to all occupiers of the building.** Aon relevant conditions: This matter was considered at a meeting of the Council on 4 Ma 1978, when it was resolved: That the application be granted pursuant to Sections 30B and 35 of the Town and Country Planning Act 1953 and subject to the following conditions:- (i) compliance with the relevant bylaws. (ii) the footpath corners, adjacent to the loading dock entrance, being cut back to a 5m radius. (iii) the service road being widened to 7m at the Customs Street entrance and the street footpath corners being cut back to 4m radii. (iv) the service road, between Customs Street and the Arcade level entrance, being appropriately designat as a no-standing area. (v) Three parking spaces being provided for small service vehicles adjacent to the service road right-of-way, between the loading dock and the vehicle entrance to the Arcade level. (vi) Vehicle circulation on the basement level being confined to a clockwise movement. (vii) Stations 26 - 34 on the arcade level and Stations 2 - 13, 33, 34, 40 - 45 on the basement level being re-oriented to provide 60° angle-parking. (viii) Vehicle-actuated pedestrian warning lights being installed at the Customs Street entrance to the service road. It is considered that this application includes those existing servicing parking and vehicle areas and therefore supersedes relevant conditions of the HSBC and Aon consents.
145	<u>Bicycle Parking</u> - Please show the short stay bicycle parking spaces on the site plan and provide details of the bicycle parking types and specifications for both short stay and long stay bicycles.	Refer to Section 9.2 of ITA, which provides the number of bicycle parking spaces by level and type. These are shown in the architectural drawings by Warren and Mahoney. The bicycle parking spaces can meet any necessary specifications for short stay and long stay bicycles.
146	<u>Accessible car parking</u> - Please provide an assessment against the PC79 accessible parking rates and ensure that the stated / illustrated dimensions comply with PC79. Please update the drawings to illustrate compliance with PC79 or add as a consent matter with associated assessment of effects.	Refer to Section 9.1.3 of the ITA for the assessment of accessible parking. In summary, the proposed number of accessible parking spaces does not fully comply with the PC79 standards. It is also noted that some accessible parking spaces will not have fully compliant vertical clearances. Refer to Section 9.1.7. An assessment against the applicable criteria in Appendix A of the ITA is provided.

	Section 92 Item	Response
147	Loading Space – The ITA at section 8.4.3 (final bullet point on page 42) describes the pinch point at the service lane, meaning one way operations will need to be in place when a truck is exiting the loading bay. Please provide a draft Servicing Management Plan documenting the operation of the loading dock booking system as described at section 8.4.3 (final bullet point on page 42 of the ITA). Please provide additional explanation as to how busy periods will be determined and how truck movements will be scheduled to avoid those busy times. Can it be clarified who will have day to day responsibility for this booking system. Noting that in the event that the consent is granted a monitoring condition would be expected to ensure compliance.	Refer to responses to item 140 and 143.
148	Section 8.4.3 of the ITA makes reference to convex mirrors to provide some mitigation for the one-way service lane functionality. Please locate the convex mirror(s) on the architectural plans.	The updated architectural drawings show an updated plan of the service lane, which includes the proposed convex mirror location. This location is shown Figure 27 in Section 9.4.3 of the ITA, which shows how it will appear in the context of the existing service lane layout.
149	Signage – Please can it be clarified if the signage indicated on the building facades, in particular on the Custom Street West and Lower Hobson Street podium buildings that lines of sight for drivers of vehicles will not be interfered with in particular with respect of traffic lights.	The signage indicated on the building facades is tenant naming signage. This will be no different to the tenant naming signage found on many commercial buildings including those in Commercial Bay. The signs be static and will comply with the illumination standards in the bylaw (should they be illuminated). For these reasons, it is not anticipated that the lines of sight for drivers of vehicles will be interfered with as a result of the signage proposed.
150	SIDRA Modelling Results - Please provide all SIDRA modelling assumptions, SIDRA parameters / SIDRA detailed results (movement summary and phasing used). Has the SIDRA model been calibrated to the existing / baseline traffic receiving environment for local intersections (phasing / timing and other aspects), and how was it applied to the development of the model? a. Subject to the discussion / information provided in response to the query / further information requested with respect of trip rate assumptions, further questions / updated modelling may be requested.	All of the movement and phase summary results for the following intersections in Appendix G to the ITA (in addition to the service lane access points) have been provided. These intersections were included in the Flow SIDRA Network models: • Quay Street / Lower Hobson Street • Quay Street / Lower Albert Street • Customs Street West / Lower Albert Street For the preparation of these SIDRA models, the following methodology was used: • The signal phasing in SIDRA was consistent with the signal phasing used in the City Centre SATURN model. Flow also obtained SCATS data of these signalised intersections, and found that the City

	Section 92 Item	Response
		Centre SATURN model was consistent with the phasing from the SCATS data • The SIDRA default settings were primarily applied to the models • Flow note that as assessed in our SATURN model assessment, the changes to vehicle delays and volumes at these other intersections are minimal.

Auckland Transport

Due to the overall approach in consenting strategy, many of the request for further information that were made in the context of the land use consent described as LUC60435285 have been reiterated for the purposes of this application with minor amendments, where applicable. These are requests for further information that will help to better understand the proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

Modelling & effects upon the transport network

151	Like the supporting assessment provided in LUC60435285, limited information has been provided in order to assess how any existing trips generated from the DTC are to be redistributed into other parts of the network. There is a concern that the condition of the receiving environment has been understated, which means that there may be factors in play that could skew the results of the assessment, including the modelling. In particular: a. There are a number of leased car parks within the DTC, which belong to the HSBC and/or Aon buildings nearby. It is understood that there may be existing lease agreements in place that require the applicant to find alternatives to service any surrounding building(s), both during and after construction; b. Whilst it is recognised that the DTC is proposed to be closed, it does not necessarily mean that the current movements associated with the use of the DTC will all no longer travel to the city. More appropriately, it is likely that they will be simply displaced to another car park within the City Centre; Auckland Transport acknowledges that the applicant has identified in that they have included the DTC trips and distributed them in accordance with a methodology guided by AFC. However, no information has been provided in order to confirm which methodology was selected and where the assessment has allocated any resulting trips. Subsequently, please provide an updated assessment, inclusive of revised modelling, that takes into account the aforementioned points in	The demolition modelling has been updated to redistribute 100% of the existing Downtown Carpark trips within the City Centre as addressed in the s92 response for LUC60435285. The modelling of the development provided in Section 10.3 assumes 100% of the existing Downtown Carpark trips being redistributed. As mentioned in the ITA, this methodology was provided by and agreed with AFC. No alternative methodology was available. It is noted that any modelling exercise that redistributes existing Downtown Carpark trips is ultimately estimating where these trips may travel, and it is not possible to assess with certainty where exactly these trips will travel to. Furthermore, it is possible that not all of these trips may be redistributed, as some people may change their travel behaviour. For the purpose of undertaking a modelling assessment, 100% of these trips would be redistributed has been tested. Should Auckland Transport have any concerns about this methodology, AFC can confirm this methodology.

	Section 92 Item	Response
	order to characterise what will happen to the existing trips to the DTC.	
152	The effect on buses has not been specifically reported within the applicant's Transport Assessment Report ("TAR"), other than a high-level comment that the bus lanes protect buses from additional delays. However, it is considered that there will not only be delays in terms of intersections but also because of having to reroute buses due to road and/or lane closures, which are both proposed across various stages. It is noted that the modelling report states that each bus route has been coded separately. Subsequently, please undertake an assessment of the pre and post development journey times associated with each bus route in order to understand the anticipated delays that will result from the proposed demolition. a. As part of the response to the above, the supporting assessment must include details on how any adverse operational effects and/or delays will be avoided or mitigated in regards to any proposed relocation of existing bus layovers and out of service buses, noting that this will have a flow on effect to the start of any service(s) and overall function of the bus network; Advice Note: *For the avoidance of doubt, a response to Matter (2) should take into account the information needed to address the additional assessment requested in Matter (6) of this memorandum.*	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (item #12).
153	Further to the above, please undertake additional assessment on the total effects on journey times for all vehicles in each identified scenario. The assessment should not solely focus on specific intersection delay(s), as currently identified, as it is also about total journey times.	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (item #13).
154	The diagrams included within the TAR shows that in Stages (2), (3), & (4) in the PM peak traffic rerouting from northbound Albert Street to Swanson Street and onto Federal Street and then onto Fanshawe Street with increases in volumes on the northern end of Federal Street of 200 vehicles. This could be traffic avoiding the Albert Street / Fanshawe Street intersection. Please justify whether this rerouting is realistic and provide further supporting assessment in order to demonstrate the control measures to achieve this proposed rerouting. We are concerned around whether this could affect the reported delays if	This rerouting pattern no longer occurs in the updated modelling outputs. • This rerouting previously occurred due to different coding of intersections in the previous City Centre SATURN model, where the Downtown Carpark signalised ramp intersection onto Fanshawe Street was combined with Federal Street. • As the signalised intersection was changed to a priority intersection in the Demolition stage models, more vehicles were attracted to use Federal Street

	Section 92 Item	Response
	traffic remains on Albert Street rather than taking the route indicated in the model.	• The updated City Centre SATURN model codes these as two separate intersections, which means this change in rerouting does not occur in the updated modelling.
155	Trip generation for the office component of the development is based on trip rates per car parking space and a trip rate per 100m2 GFA which relates to visitors / deliveries. These rates are based on a rate from the Wynyard Quarter Precinct. This trip generation does not take into account any vehicle trips that would be generated by the development that would not park on site e.g. office workers that have not been allocated an on-site car park and that have driven to work. Furthermore, Wynyard Quarter is subject to constraints on the total PM peak hour trips that are permitted. This may be reflected in the trip rates used in this precinct. Please provide further justification of the stated trip rates, including providing a sense check with other CBD office based developments and should take into account the fact that workers are able to park off-site. a. Further to Matter (155), please update the traffic modelling with revised trip rates and taking into account additional trips associated with the development that may be distributed across other parking buildings.	The project is exempt from trip generation as it is located in the City Centre zone. Instead, this information was provided to understand traffic effects on the efficiency and safety of the road network (localised access points). The site is highly accessible and located in close proximity to Britomart. Notwithstanding, it is noted that office trip generation of the development will be driven by the number of office parking spaces, given this is the main constraint that applies to the development. Refer to Section 10.2.1 of the ITA. The updated trip generation assessment for offices based is on Commercial Bay. • Commercial Bay is operated by Precinct Properties (the applicant) and is located 100 m east of the Site. As such, the trip characteristics for offices will represent the Development well • Commercial Bay has 247 fully allocated parking spaces for offices. This means that a per carpark trip generation rate can be calculated. The modelling has been updated to account for the revised trip rate, and to include service vehicle trips. On the comment about providing an allowance for off-site parking it is noted that: • The purpose of the modelling and the Unitary Plan assessments is to determine whether the site access points can operate safely. Assessing off-site parking would not change the assessment of the direct access points onto Quay Street and Customs Street West • The Site has excellent public transport, which will be further improved when the City Rail Link is completed. Office workers that are not allocated a parking spaces will have many options to access the site without relying on off-site parking. It is therefore considered that the updated trip generation and modelling assessment is appropriate.

	Section 92 Item	Response
156	Similarly to LUC60435285, the circulation of construction vehicles is still proposed come in to the site from the North and then exiting out to the west. By comparison to LUC60435285, there is a significantly higher number of construction vehicle movements (on average) that will be generated by the required enabling works / redevelopment of the subject site. However, there is little information available to understand the programme of works after year (1) in terms of the required approach to managing the surrounding network. The Construction Traffic Management Plan ("CTMP") suggests that control measures similar to Stage (3) may be imposed. However, for a project of this scale and duration of construction we require more certainty around the suitability of the construction management measures in order to understand what the resulting adverse effects upon the surrounding network, particularly in terms of the operation of the bus network, may be. As such, please provide further details and supporting assessment of the programme of works following completion of demolition, commenting on what kind of management measures will need to be in place to facilitate the proposed construction. This response must include, but not be limited to, an outline of the necessary road closures; required construction laydown facilities; positioning of plant / crane location(s); any alternative routes for bus movements around the site and/or wider network closures; locations of temporary access to the site; how the existing AON and HSBC buildings will continue to be accessed; and an updated CTMP taking into account the aforementioned matters.	Refer to Section 11.2 of the ITA, which has been updated to provide further information. Given a contractor has not been appointed, full details of the construction methodology have not yet been developed. Instead, several potential options for construction vehicle accesses were developed and provided principles for which the CTMP should be prepared. For the construction period, no major road closures or alternative bus routes should be required, noting a contractor has not yet been appointed. Compared to the demolition, it will likely be easier to contain the construction activities within the Site and avoid full scale road closures. The existing Aon and HSBC buildings are operated by Precinct Properties (the applicant). The CTMP can put measures in place to ensure that access is maintained to the service lane of these buildings.
157	It is understood that there is a current agreement for parking for M Social within the DTC. This parking will be displaced during the demolition and construction phases of the project (7 years). Please provide further details on where the required parking will be displaced to and whether this will result in additional movements to M Social (for example, valet parking from the hotel to the car park and back again). The response to this matter should take into account any resulting adverse effects on the operation of Quay Street, particularly the eastbound bus lane, and how these will be avoided or mitigated.	There is an agreement to provide M Social with up to 121 parking spaces during the demolition and construction phases. While the final location of these parking spaces has not been confirmed and is subject to further discussions between the applicant and M Social, potential locations could include Commercial Bay or other areas within 200 m of the site. For the purposes of the updated demolition modelling (provided in Appendix H), it is assumed that the M Social parking spaces would be retained using either service lane access.

	Section 92 Item	Response
		It is noted that the existing M Social parking spaces have an access through the Downtown Carpark onto Quay Street. Therefore, it is not anticipated that there will be any adverse effects on the operation of Quay Street as they already can access through Quay Street. Furthermore, the redistribution of existing Downtown Carpark trips will reduce some demand on Quay Street.
Staging and proposed diversion routes / lane closures *Matters (158-159) below are predominantly focused on the proposed management approach to the first year of construction, noting that no detailed information is available at this point in time, outside of a suggestion that similar controls to Stage (3) could be used, after the completion of demolition. In this vein, further information request may be made upon a response to Matter (156) once a more detailed programme of works / CTMP draft is available for peer review.*		
158	As noted above, there is limited consideration around how the proposed works will provide for the continued service of buses and/or suitable access to nearby bus stops and supporting infrastructure. Alternative routes for buses should be provided, including how they would access their current bus stops or where alternative bus stops are to be located. This information is required to understand the effect on buses and to ensure that there is an acceptable solution. Specific traffic management measures may be required. For instance, during Stage (1) buses that normally turn left out of Lower Albert Street would not be able to do so. Vehicles are only permitted to turn left onto Quay Street. It is not clear how those buses will then be able to travel west. Similar consideration needs to be given to buses arriving from the west that turn right into Lower Albert Street. Stage (5) will also affect the routing of buses.	This is addressed in detail in Appendix H
159	Please provide further details on the proposed rerouting of buses, including any temporary relocations of existing bus infrastructure.	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (item #17).
160	Further to Matter (158), there are a number of other specific clarifications required surrounding the various stages. Further details, inclusive of supporting additional assessment, is required in relation to the following: a. Stage (1): i. The location on Quay Street where vehicles are prevented to travel towards Lower Hobson Street needs to be further east than Lower Albert Street as Lower Albert Street is limited to bus and authorised vehicles only. As identified above, the	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (item #18).

	Section 92 Item	Response
	restriction may need to apply from Commerce Street. Buses from Lower Albert Street are to be diverted to Customs Street West, however there is left turn only from Lower Albert Street to Quay Street. Subsequently, signal phasing may have to be amended and/or traffic controls at the intersection. Please take this into account through the revised modelling, as required in Matter (151); ii. Please clarify how larger vehicles that end up in the local access area would be able to be turned around in the event of manoeuvring into this restricted area; iii. One of the diversion routes for pedestrians appears to include stairs, where it does not appear that the applicant has provided consideration towards mobility impaired users, particularly during night-time periods. Please clarify what measure(s) are proposed to ensure that mobility impaired users are provided with advanced warning of alternative routes to manoeuvre through the proposed routes in a safe manner. b. Stage (2): i. The single left turn lane from Quay Street to Fanshawe Street would impact buses as they would need to merge into a single lane. Tracking onto the Lower Hobson Street flyover past the crane would need to be demonstrated that it can be undertaken safely and that there is sufficient width for larger vehicles to complete the movement past the crane. Please provide further assessment, inclusive of additional tracking illustrations, addressing this matter; ii. Please provide further information on the diversion route for the closure of southbound Lower Hobson Street slip lane. No details have been provided at this stage; iii. It is unclear whether the footpath on the corner of Lower Hobson Street / Quay Street can accommodate heavy vehicles, as it is currently shown that the tracking of construction vehicles is intended to mount the kerb / footpath. This could damage the upgrade works in this location, which is not a supportable outcome. Please provide further clarification in response to this matter. c. Stage (3): i. Please clarify whether any lane closures and/or reductions in lane width(s) are proposed along Customs Street West, and provide a supporting	

	Section 92 Item	Response
	adverse effects based assessments relating to the effects of such lane closures and/or reduction in lane width(s). ii. Please clarify whether Stage (3) can be extended to include most of the eastern portion of the car park, enabling the duration of Stage (4) control to be reduced. d. Stage (5): i. Please provide further assessment to quantify the adverse effects on Fanshawe Street through the removal of a single lane. Further to this, please clarify whether the existing bus lanes will be closed for the period of works required for Stage (5); ii. Please provide further supporting information on the proposed traffic diversion route for eastbound traffic from Nelson Street and Fanshawe Street. Specifically, we are wanting clarity around whether this is to be directed down the single lane on Lower Hobson Street and onto Quay Street. iii. Further to this, please confirm whether the proposed diversion route has taken into account the spatial requirements of larger vehicles. Please note, there are restrictions surrounding the use of heavy vehicles along Quay Street, although this does not appear to have been considered as part of the proposed construction vehicle route that has been specified within the CTMP. iv. During the removal of the carpark ramp over Customs Street West the CTMP currently proposes that all bus services be redirected to travel north on Lower Hobson Street. This arrangement will work for the North-Western bus services, as they start their services on the eastern side of Lower Hobson Street. However, this will not suit the Northern services as they will start their services on the western side of Lower Albert Street. Please provide further assessment to demonstrate whether alternative routes can be used in order to maintain suitable service of any nearby bus routes, including the Northern and North-Western services.	
161	It is recognized for a significant period of time that the slip lane of Lower Hobson Street would be closed for the required construction. Any vehicles wanting to use that lane would not be able to do so given the restrictions. Please provide further detail around the southbound Lower Hobson Street traffic volumes for vehicles relying upon	For the Lower Hobson Street slip lane diversion route, refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (item #18b(ii)). For on-street parking underneath the flyover, refer to Section 92 responses for LUC60435285 provided in Appendix H to the

	Section 92 Item	Response
	this connection and details of any proposed diversion route(s). a. Given the proposed closure of Lower Hobson Street, and requirement for part of the flyover to be propped up for the duration of works, please provide further assessment on how the existing on-street parking located beneath the flyover, two of which are understood to have been included for police use, will be provided for during the period of construction and/or identify whether any arrangements have been made to relocate these car parks for the stated construction period.	ITA (Suggested change / recommendation #1). No current arrangements have been made to relocate these parking spaces during demolition or construction, but this will need to be agreed with Auckland Transport during the preparation of the final CTMP.
<u>Residential Drop Off / Pick Up Area</u>		
162	We note that the redevelopment includes a proposed drop-off / loading area towards the south-west of the existing shared laneway. Notably, a secure line is proposed immediately in front of the residential drop off area. This raises concerns surrounding the operation of the accessway, as it is unclear how the residential drop off area is to be used, for example whether this may be used by taxis and/or uber, and how vehicles would be able to safely exit out of this area. As proposed, it would appear that vehicles would either reverse into Customs Street West and/or have to manoeuvre within the laneway itself which could create a conflict point with the adjacent network and/or lead to further queuing into the road. The secure line may result in some motorists turning right into the site from Quay Street to avoid the secure line; this would exacerbate the effects on the bus lane on Quay Street. Therefore, further information is necessary to understand what type of users will be reliant upon the residential drop off area; the frequency of pick ups / drop offs; and whether vehicles would need to reverse onto the road or whether on-site manoeuvring can be achieved so that motorists can exit in a forward direction; in order to understand whether vehicles can exit the area in a safe and convenient manner.	The secure line has been removed from the service lane. The drop-off spaces are now located inside the basement instead of on the service lane. These changes will avoid potential queueing or reversing onto the road.
163	The applicant's assessment is not wholly clear in terms of how accessibility to any cycle parking area is to be achieved. As proposed, the service lane does not allow cyclists to get through the area in a safe or convenient manner. Further, there are questions surrounding how the pedestrian linkages to other parts of the network are intended to operate. At this stage, it does not	Refer to Section 8.3 of the ITA for pedestrian and cycling accessibility of the Development to the surrounding road network. No external upgrades or enhancements for pedestrian and cycling connectivity are proposed, or considered necessary. Both the Customs Street West and Lower Hobson Street frontages will be fully

	Section 92 Item	Response
	appear as though any new crossing(s) and/or other connections are proposed, outside of the integration of the existing podium of the Aon Building. Given that it is anticipated that the development will significantly increase the pedestrian and cycle demand to the area and site, further details are requested around how the movement of pedestrians and cyclists travelling between the site and the wider road network will be managed to ensure that there is safe and appropriate access on the immediately adjacent streets to the development. This should include details of any enhancements to pedestrian and cycle crossing facilities and footpaths surrounding the subject site.	integrated with the existing pedestrian footpaths, providing convenient access for pedestrians and cyclists. There are numerous signalised intersections in the local area which provide safe crossing facilities for pedestrians and cyclists. Should Auckland Transport progress with the Hobson Street flyover removal project, there will be further opportunities to improve pedestrian and cycling connections. The design of the Development does not preclude these connections from being provided.
Other s92 Requests		
164	For alternative and departure routes, please provide an assessment of vehicle tracking inclusive of supporting tracking plans. As part of this response, please rely upon As-built surveys of existing kerblines to inform the tracking diagrams.	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (item #19).
165	Please provide maximum dimensions for crane set-down footprint, including stabilisers and kentledge as required.	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (item #20).
166	Service and delivery requirements for all affected properties must be identified and provided for, particularly those properties along the western side of Lower Hobson Street. Please provide further supporting information on how any existing servicing / delivery arrangements are to be maintained for any nearby properties. a. As part of this response, please demonstrate whether any underlying resource consent decisions relating to the Aon / HSBC buildings are of relevance in providing a response to Matter (166). One of the areas that we are concerned by is the potential that the upgrading / redevelopment of the shared vehicle accessway has the potential to create conflict with any underlying consents, which may have been consented on the basis that access to loading located within the extent of the shared vehicle laneway was achieved. Advice Note: *If this is the case, then further resource consent(s), including a variation to underlying conditions of consent, may be required.*	Service and delivery requirements of neighbouring properties will be maintained and managed during construction. Refer to response to item 144 for underlying resource consent conditions relating to the Aon / HSBC buildings.

	Section 92 Item	Response
167	Little information has been provided in order to understand how the shared vehicle lane is to be demarcated, and operated, after construction is completed. It is understood that the existing service lane includes a number of loading spaces; pedestrian accessways (servicing adjacent fire egress); and undercroft bicycle parking. Please provide further information, inclusive of supporting plans, on the proposed condition / demarcation of the shared accessway / service lane.	Refer to the updated service lane plan contained in the updated architectural drawings. This contains additional centre line and give-way markings, and a proposed convex mirror. No under-croft bicycle parking on the service lane is proposed. One of the existing loading bays will be relocated, as outlined in Section 8.2.4 of the ITA. Pedestrian access of the service lane is assessed in Section 8.3 of the ITA.
Suggested changes/recommendations – not pursuant to section 92 of the RMA		
Planning		
1	Please can it be clarified if the vertical clearance height restriction at the Custom Street West Laneway entrance could be increased in height in the context of the levels achieved on the pedestrian levels above? Is it possible that the vertical clearance to be increased by any margin?	It is possible to increase the vertical clearance height restriction at the Customs Street West Laneway entrance as the levels need to tie in with the existing building/Aon levels.
Urban Design Specialist		
2	Could the applicant please confirm if any consideration was given to the vertical panel arrangement of Tower 2 during the design process, and whether if these panels could be configured in a way to help reduce the perceived bulk of the building, particularly in relation to the western interface?	Consideration was given throughout the process to the façade composition. In views from the west the tower emerges into view and its horizontal and vertical subdivision contributes to mitigating building bulk. Refer to Urban Design Assessment, page 13: **Visual differentiation between components of the development** The urban design logic of visual differentiation is to add visual interest to and reduce the apparent visual bulk of a large development. In this case all three primary components, being towers 1 and 2 and their podiums, are differentiated by variation in form and façade treatment. Both towers express both vertical and horizontal elements in their composition. Both have a primary vertical subdivision with that supported by a secondary horizontal façade order. These are clearly different, which benefits perceived visual bulk reduction as noted above. However, the design relationship between the two remains clear. (This relationship can be seen in figures 2.4-2.6.) At a city-scape level, the subtle colour difference and degree of differentiation between the height of the towers also contribute to variation in the array of tall buildings that define the city centre skyline. Expression of a three-storey high groupings of floors in T2 will allow the eye to recognise and understand scale. This three-storey vertical module contributes a transition between the dimensions of the overall form of the tower and those of its single storey window modules. This horizontal visual ordering device is in in combination with the alignment and strong expression of stacked balconies and vertical panels on the façades which contributes visual interest to the facade and also assists in reducing apparent visual bulk.

	Section 92 Item	Response
3	On page 43 of the Urban Design report by McIndoe Urban, it was noted that 'The perspectives (figures 2.3 and 2.34) show clear differentiation between the podium and the towers above which avoids a sense of the towers morphing into the podium and vice versa and the impression of bulk that could result.' Please note that Tower 2 is also only 4.5m set back from the podium level, which is a considerable shortfall of the required 6m from the H8.6.24 rule. Also, in these images the colours/tones of the architectural fins at the podium levels appear to be very similar to the panelling colours of the tower, therefore creating a more visually similar look and feel between these two elements rather than avoiding a morphing outcome. Please clarify what informed this assessment as stated in the urban design report.  *Figure 2.33 Podium viewed from the south-west over Lower Hobson Street, shown with the Existing ramp removed. Podium P2 is at left, P1 at right. (Render 01)*  *Figure 2.34 Podium (P3 at left, P2 at right) viewed from the north--west over Lower Hobson Street, shown with the existing ramp removed. (Render 09)* Figure 5. Figures 2.33 and 2.34 from the urban design assessment report.	Colour will be a contributor but not a primary differentiator between the tower and podium. Instead, as follows from the Urban Design Assessment, differentiation and variation are introduced by other, more fundamental and significant means: *This is primarily due to difference in plan form and setback from the street edge, accentuated by the setback of the two storey high enclosures at the junctions between tower and podium, and the chamfers which are visible above that. Facade composition also contributes to this differentiation.* That is, notwithstanding the setback is reduced by one quarter to 4.5m it remains clearly visible, and in combination with these other aspects of building form achieves differentiation. While the difference between the façade composition of the podium and that of the tower above can be seen in figures 2.33 and 2.34 of the Urban Design Assessment, it is highlighted in the greyscale drawing of figure 2.31. All of these show the flat planar façade of the podium to Lower Hobson Street with a two-storey order expressed by horizontal shadow-casting lines. That contrasts with the tower façade above, which has a three- storey order. The tower also introduces two further significant contrasting elements being the recessed balconies and stacking of these and related side panels to introduce an effect of verticality.
Landscape Architect		
4	Paragraph 5 of the Landscape Effects Assessment refers to TAG panels and workshops. The TAG comments provided with the application (Appendix 3) notes that one of the TAG members did not support the proposal. As such, it is	This is not a relevant consideration. The Landscape Assessment is an independent assessment based on the methodology set out in the report.

	Section 92 Item	Response
	requested that an explanation be provided as to how the landscape effects assessment has been informed by the TAG comments, including the views of the TAG member who did not support the proposal, to assess the landscape effects of the proposal.	
5	In regard to the TAG comments provided with the application (Appendix 3), please clarify whether TAG was provided with the visual simulations that are appended to the landscape effects assessment in order to review the proposal. If not, please explain the differences between the images that TAG was provided and the visual simulations that are appended to the landscape effects assessment.	Visual simulations were completed after TAG endorsement and based on TAG 04 design.

Auckland Transport

The following matters are recommended to the applicant to take on board and address at their discretion. These are not s92 requests, but suggestions/other items for the applicant to consider:

Approach to managing construction effects / proposed staging

As identified in LUC60435285, Auckland Transport holds significant concerns relating to the overall approach in managing any construction related adverse effects, such as the resulting delay to bus journey times, and the manner in which construction vehicles will enter / exit from the subject site. The extent of the concerns is exacerbated by the considerable increase in construction traffic and duration, which is anticipated to be up to seven years from commencement to completion. AT has identified a number of principles for work being undertaken with Auckland's City Centre, which is used to inform the preparation of CTMPs as a means of avoiding and/or mitigating effects upon the wider transport network. These can be found within AT's Temporary Traffic Management Guidelines ("TTMG") 2022 to 2025, dated 7th September 2022. It is noted that the draft CTMP has not been prepared in accordance with the principles, including any supporting specifications, set out within the aforementioned document and otherwise does not suitably avoid and/or mitigate adverse construction related effects upon the City Centre's transport network.

6	Consequently, AT considers that an updated draft CTMP is required to be prepared for AT's review and input, that better provides for the adoption and implementation of the principles of the TTMG and other specific matters outlined within this memorandum.	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (Suggested changes / recommendation #1).
7	Notwithstanding the above, and pending a response to the various s92 matters included above, the following further specific concerns relating to the various staging proposed is provided below. As noted previously, the focus of the following matters is made in relation to year one of demolition as it is unclear in terms of the type of control measures / road closures that will be necessary to facilitate the redevelopment of the subject site. This is not an exhaustive list of concerns; Stage (1):	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (Suggested changes / recommendation #2 to #6).

	Section 92 Item	Response
	a. The footpath along Customs Street West is proposed to be closed. It is not clear why this is necessary in this stage (or Stage (2) for that matter) as there are no works in this area. Keeping the signalised crossing open would provide an alternative for pedestrians; b. Cycle facilities on Customs Street West would be closed to cyclists. As a result, cyclists would need to dismount and travel through Wynyard Quarter. Stage (2): The footpath along Customs Street West is proposed to be closed, however it is not clear why this is necessary. The applicant is advised to consider whether closure from Customs Street West / Sturdee Street West intersection, where the signalised pedestrian crossing is located, could be achieved. Keeping the signalised crossing would provide an alternative for pedestrians. Construction during Stage (2), at this stage, only is located within the north-western corner of the building. Stage (3): The response to Matter (160)(c) raises a potential concern in terms of any potential lane closures / reduced lane widths due to the operation of the adjacent bus network. Stage (4): Closure of bus lane on Customs Street West will further impact buses as the applicant's intention is to remove bus priority. Stage (5): With regards to Matter (160)(d)(ii), there are significant concerns relating to the use of Quay Street as a diversion route for heavy vehicles, given the functionality of the existing road coupled with the streetscape improvements that have been completed for the locality. By diverting construction vehicles through this space, there is a high risk of causing damage to nearby streetscape amenities and other key infrastructure. The stage numbering indicates a chronological staging of the demolition of the DTC. Stages (1) and (5) are anticipated to have the most significant impact upon the operation of the network. As these are short duration activities, if these could be timed to occur during school holidays (e.g. over the summer break (January)), then this would significantly reduce the effects of these closures due to the much lower traffic volumes at this time.	
8	It is understood that the footpath along Customs Street West is intended to be closed for a	Refer to Section 7 of Appendix H to the ITA.

	Section 92 Item	Response
	significant proportion for the duration of required construction, ultimately resulting in pedestrians being redirected towards Fanshawe Street or Quay Street. This creates issues for people with accessibility issues due to the gradient differences coupled with stair access leading up to Fanshawe Street. Signposting this to ensure that pedestrians are aware of the access restrictions would prove problematic. Therefore, the applicant is requested to demonstrate how alternative routes would operate for all users, including those with mobility issues, or maintain pedestrian access throughout the periphery of the subject site. Notably, this aligns with the principles of the TTGM.	
9	The City Centre is under significant stress and strain regarding the availability of kerb space. To this effect, it is requested that the applicant confirm a commitment that once the basement is completed that contractor vehicles would be able to be accommodated within the subject site. As part of this, it is noted that there is a requirement for FENZ and other emergency / incident access etc).	The proposed basement and loading areas for the development are intended to cater for activities related to the development such as contractors. Please refer to response #142 for FENZ access during emergencies. Should this request be referring to the construction phase, then it may be possible that some parking could be provided within the site as construction progresses. However, this would need to be confirmed by the contractor that this is safe to do so during later stages of construction. This can be confirmed as part of the CTMP.
10	AT accepts that at this stage, the flyover removal has not obtained resource consent, and as such would not form part of the receiving environment. However, AT wishes to acknowledge that the approach to managing construction effects in this constrained environment will be a long-term commitment between the applicant and AT in order to ensure the continued safe and effective operation of the surrounding, and wider, transport environment. To that effect, whilst it may fall outside of the remit of Resource Management Act, AT want to identify the need to take an integrated approach between the delivery of the flyover removal and redevelopment of the subject site. Failure to do so may have unintended consequences in that the flyover removal may not be able to be delivered in a timely manner and prior to the DTC redevelopment being completed should this be feasible, should sufficient space within the road reserve not be allocated equitably to both parties.	Noted.

	Section 92 Item	Response
Operation of Hobson Street Flyover / Lane Closures		
11	There are concerns regarding the proposed crane location described as (2K) for Stage (2), which will restrict access to the Hobson Street flyover. We cannot see that a crane can be safely stabilised and operate with a live traffic lane onto the flyover, which is shown as a single lane southbound, as the only traffic route from Quay Street. Tracking shown for Stage (2) is not good as it currently shows tracks arriving and tracking over the footpath. An alternative crane location may be feasible on the Lower Hobson Street low level, should trucks be able to reverse into the site to load.	Refer to Section 92 responses for LUC60435285 provided in Appendix H to the ITA (Suggested changes / recommendation #8).
Right Hand Turns Into Service Lane		
12	Whilst the right hand movements into the site from Quay Street, which is assumed to be a reasonably low number, there is anticipated to be some queuing for the Eastbound bus lane where there are currently no queues forecasted. The potential for queuing to occur for motorists waiting to turn into the site, travelling in the eastbound lane along Quay Street, has the potential to increase journey times and cause delays to the start of services, such as the North Western bus way, along Lower Albert Street and for any other out of service buses. At this stage, we are unable to support the use of right hand turns into the shared laneway within the subject site. Further consideration is necessary around establishing whether mitigation measures can be implemented to restrict right hand turns into the subject site.	Right-in turns at the Quay Street access has been provided for, as low volumes of these turns were recorded during traffic surveys (and observed from video footage). As shown in Figure 31 and Figure 32 of the ITA, the right turning volumes are very low during peak periods (7-8 vehicles per hour) It is also noted that based on the SIDRA assessment in Section 10.4.2, almost no delays are predicted to bus movements (0.2 seconds for Quay Street West through movements). The only way to fully restrict right-in turns at the Quay Street access is to provide a raised median in Quay Street. Based on earlier discussions at the pre-application stage, it is understood this is not feasible or desirable from Auckland Transport due to the recent streetscape upgrades that have taken place in recent years. Considering the minimal delays and very low right turning volumes, it is not considered that it is necessary to restrict right turns.
Ongoing Use of Quay Street for Service Vehicles / Shared Accessway Operation		
13	AT notes that it appears as though the applicant has not taken into consideration that there is a heavy vehicle access restriction through Quay Street, as the assessment demonstrates that service vehicles will enter / exit the shared service lane from Quay Street. The use of heavy vehicles in recent years have led to unintended damages to the streetscape improvements that have been fully implemented along Quay Street. As such, the applicant is requested to look at alternative circulation routes to avoid having heavy service	Quay Street has sign posted heavy vehicle restrictions, stating 'maximum length including trailer 14.5 m'. For the development, servicing vehicles are expected to be up to 8.3 m in length so comply with these restrictions, which are more than 6 m shorter than the specified restriction. Most trucks will need to use the Quay Street access due to the vertical clearance limitations at the Customs Street West access, which means that Quay Street will need to be used as a

	Section 92 Item	Response
	vehicles from entering the site, traveling from Quay Street.	circulation route. It is noted that there are already trucks from the existing service lane loading areas that would utilise Quay Street. It is therefore considered that an alternative circulation route is not required, as the proposed circulation route is permitted within the Quay Street restrictions. For construction and demolition, please refer to Section 92 responses for LUC60435285 provided in Appendix H (Suggested changes / recommendation #5). The construction and demolition no longer rely on using Quay Street as a construction vehicle route.
14	Further to the above, there is limited information available to understand how the secure line is to operate and whether this could lead to queues forming for any motorists waiting to enter into the proposed car park after turning into the shared accessway. If the queue length for motorists extends into Customs Street West, this could affect pedestrians on the footpath, buses, and it is possible that motorists may end up circling around the block through to Quay Street / entering into adjacent bus lanes, given the significance of Customs Street West as a key east-west corridor. AT is concerned by the potential for queues to form back into the network causing friction with any nearby bus routes and on pedestrians.	Refer to response to item 162. The secure line on the service lane has been removed from the plans.