

Section 92 Request Response Table

Site / Project	Dominion and Valley	Last Updated	8/10/2024
----------------	---------------------	--------------	-----------

Section 92 Item		Action / Response
Construction Noise and Vibration		
1.	Other than rock breaking as identified, do any other activities require a consent to infringe the 70 dB LAeq limit? If yes, what activities, what levels and under what conditions.	There will be some work at height (e.g. ramset guns, concrete vibrators etc) when the barrier will not be sufficient to mitigate noise levels. This is discussed within section 5.5.2 of the updated Acoustic Report included as Attachment 1 . It is noted the conditions of the previously approved consent allowed for such activities.
2.	A 20-30t rock breaker is considered in relation to vibration effects, but not in relation to noise. Please provide an assessment of noise effects associated with a 20-30t rock breaker, if proposed.	See Table 5 within the updated Acoustic Report included as Attachment 1
3.	Please provide the assessment assumptions in terms of source noise levels for the assessment of vehicles (cars and service vehicles).	See Section 6.3 of the updated Acoustic Report included as Attachment 1
Heritage and Special Character		
1.	The images/renderings in the drawings show 8 or 9 under-verandah signs ('Type C') on Dominion Road, which seems excessive and looks cluttered, especially given that there are supposed to be no more than 3 retail units on Dom Rd. Can the maximum number of under-verandah signs please be clarified? I suggest that there should be no more than one hanging sign per unit. If more are proposed, then there should be a strong rationale provided as to why more are desired	A condition is proffered which requires there to only be one sign per tenancy. It is noted that the tenancies currently shown are able to be divided into smaller tenancies, such that there may be up to nine.
2.	There is no fascia signage provided at all on either Dominion Road or Valley Road. Is this intentional? My experience is that most retail tenants are seeking fascia signage, so this should either be provided for now to ensure a cohesive approach, or it should be clarified that this will not be allowed in future (i.e. it will be in the lease terms that fascia signage is not permitted).	It is intentional that no fascia signage is shown. The applicant's preference is for under verandah signage for these retail tenancies, as reflected within the drawings.
Note	They have also advised that as part of the proposal the applicant should provide details of what conditions are proposed/ offered at this stage. This is particularly relevant in respect to conditions around the Universal Buildings and should be consistent with the Env Court decision (see conditions 33-35), noting there is no	Conditions of consent consistent with Conditions 30, 32, 33, 34 and 35 of the previous consent are proffered by the applicant. This includes: <ul style="list-style-type: none"> A condition requiring final materials and finishes to be provided to Council.

Section 92 Item		Action / Response
	reference to recording or interpretation as mitigation for demolition in the application documentation/report.	<ul style="list-style-type: none"> • A condition requiring details of any rooftop plant/screening. • A condition requiring the demolition of the Universal Building to be documented. • A condition requiring an interpretive signage plan to be prepared, and interpretive signage installed. • A condition requiring the building consent application for the Dominion Building be approved prior to demolition of the Universal Building.
Traffic – Council Transport Engineer		
1.	The tracking provided in the TA shows that heavy vehicles will need to reverse out of the loading space down the ramp towards the basement car park. Please confirm the gradient of the ramp to ensure it complies with E27.6.3.6 (4) and is appropriate for the manoeuvring of heavy vehicles.	See response within the technical memorandum prepared by Commute as Attachment 2 .
2.	The TA states that there is vertical clearance of 2.2m to enter the basement car park. The tracking provided in the TA shows that heavy vehicles will need to reverse out of the loading space down the ramp. Please confirm that there is sufficient vertical clearance for heavy vehicles to complete this manoeuvre.	See response within the technical memorandum prepared by Commute as Attachment 2 .
3.	The Environment Court decision states that traffic modelling was completed as part of the previously granted consent for the same site. Can the applicant please provide the previous TA that shows modelling of the adjacent intersection.	The previous Transport Assessment has been included as an attachment to the technical memorandum as Attachment 2 .
4.	Please confirm if any of the proposed car parking spaces are intended to be used for the proposed commercial activities. If so, please consider providing accessible parking as per E27.6.3.2(A).	See response within the technical memorandum prepared by Commute as Attachment 2 .
5.	The architectural plans show that wall-mounted cycle parks are proposed (including over-bonnet spaces). We consider that these cycle parks will be difficult to use, given that many users are likely to own e-bikes. Please consider providing additional space for floor-standing cycle parking to cater for the increased popularity of e-bikes.	See response within the technical memorandum prepared by Commute as Attachment 2 .
6.	The proposal triggers the need for an assessment against the new trip generation thresholds (PC79) as per Table E27.6.1.1 (TA1). Please provide an assessment of effects, given that the decision for PC79 has been notified.	This assessment is provided in Table 7 of the Transport Report, being Appendix 012 of the lodged resource consent.

Section 92 Item		Action / Response
	Traffic – Auckland Transport	
	<i>Trip generation and traffic modelling</i>	
1.	<p>Section 4.3 of the TIA notes, “the proposed development is expected to generate 98vph in the peak hour. This represents an increase in peak hour vehicle trips of 2vph when compared with the previously consented scheme.”</p> <p>Upon review, AT considers that the applicant hasn’t provided further information on the potential impacts to the road network (especially on Valley Road and Dominion Road/Valley Road intersection) due to the estimated 98vph trip generation rate. AT acknowledges that the Environment Court decision for the previous consent stated that “the additional traffic generated by the new development would have a minimal impact on the existing levels of traffic on the adjacent road network.” However, AT considers that vehicle traffic on the existing road network has relatively increased since 2019, and the traffic model should reflect current traffic volume and lane arrangements of the existing road network. In accordance with E27.8.2 (3), AT requests the applicant to provide updated traffic modelling to assess any potential impacts to the operation of the road network (especially on Dominion Road/Valley Road intersection) due to the proposed trip generation rate. If any potential adverse effects to the road network are identified, the applicant is requested to provide an updated assessment indicating how such adverse effects will be avoided, remedied, or mitigated.</p>	See response within the technical memorandum prepared by Commute as Attachment 2 .
2.	<p>Section 4.4 of the TIA notes, “the retail and café activities are likely to be used by residents of the development or by other foot traffic in the area, i.e., they are unlikely to feature dedicated vehicle trips.” Upon review, AT considers that the applicant hasn’t provided an appropriate assessment to justify why customer visits to the proposed retail stores wouldn’t feature vehicle trips. AT considers that footfall to the proposed retail stores would likely include vehicle trips, even though dedicated parking spaces within the development are restricted only for residential use. If retail stores attract vehicular traffic, AT considers that these trips may have an impact on on-street parking spaces and road</p>	See response within the technical memorandum prepared by Commute as Attachment 2 .

Section 92 Item	Action / Response
<p>network operation (due to additional traffic). In accordance with E27.8.2 (3), the applicant is requested to provide an updated trip generation assessment justifying why the proposed retail is unlikely to attract vehicular trips.</p> <p>If vehicular trips to the proposed commercial units are to be included in the assessment, the applicant is requested to provide an assessment on the on-street parking demand and additional traffic on the road network and how any potential adverse effects (if identified) to road network operation could be avoided, remedied, or mitigated.</p>	
Conflict with Woolworths Access	
<p>3. It is noted that the proposed access on Valley Road for the development is opposite to the existing access for the Woolworths supermarket. Upon review of the TIA and considering that the proposed access allows for two-way vehicle movements, AT considers that the applicant hasn't provided an assessment demonstrating how potential conflicting turning movements between vehicles accessing the proposed development and Woolworths will be appropriately avoided or managed. Considering that the development includes 106 residential parking spaces, AT estimates that vehicle movements to/from the site will be relatively higher during commuter peak hours. AT also considers that supermarkets experience relatively higher vehicle trips during the evening peak hours. Therefore, AT considers that the potential for conflicting turning movements is relatively higher in the peak hours, resulting in potential for safety-related adverse effects and potential congestion on the road network. To ensure any potential adverse effects to road user safety and road network operation are appropriately avoided, remedied, or mitigated in accordance with E27.8.2 (3) and E27.8.2 (11), AT requests the applicant to provide an updated assessment indicating the likelihood of conflicting turning movements occurring on the road network and how such conflicts will be effectively managed. If any potential adverse effects are identified, please provide an assessment on how such adverse effects will be avoided, remedied, or mitigated.</p>	<p>See response within the technical memorandum prepared by Commute as Attachment 2.</p>

Section 92 Item		Action / Response
4.	Considering the proposed 135 apartment units within the site and the site's proximity to Woolworths, AT considers that there is potential for a relatively higher number of residents attempting to cross Valley Road between live traffic to access Woolworths. Considering that Valley Road is an arterial road, AT considers that this pedestrian behaviour could result in potential safety-related adverse effects. To ensure pedestrian and road-user safety in accordance with E27.8.2 (3), AT requests the applicant to provide an assessment on how pedestrians could safely access Woolworths. If any potential adverse effects are identified, please provide an assessment on how such adverse effects will be avoided, remedied, or mitigated.	See response within the technical memorandum prepared by Commute as Attachment 2 .
	Pedestrian safety and intervisibility	
5.	Section 4.5 notes that an access gate is setback 10.2m from the property boundary "to ensure queued vehicles are contained on-site and not extend over the pedestrian footpaths or onto the arterial roads.". Upon review of the architecture plans, AT notes that columns are proposed on either side of the vehicle crossing, as shown in Figure 1 below. Given the scale of the development and the relatively high pedestrian traffic on Valley Road, AT considers that the proposed columns could potentially impede the visibility of exiting vehicles. Further, AT considers that the 10.2m setback could potentially allow exiting vehicles to pick up speed once the gate opens, resulting in pedestrian safety-related adverse effects. To ensure pedestrian safety at the vehicle crossing in accordance with E27.8.2 (11), please provide an assessment on how pedestrian safety and intervisibility will be ensured at the crossing and how any potential adverse effects could be avoided, remedied, or mitigated.	See response within the technical memorandum prepared by Commute as Attachment 2 .
	Non-S92 matters	
6.	Section 5.2 of the TIA notes that "on-street parking removal will be required to establish the new vehicle crossing. The closure of the existing vehicle crossings and reinstatement to kerb and footpath will result in the availability of additional on-street parking space being created, if desired by AT." The applicant is requested to provide an updated plan indicating	See response within the technical memorandum prepared by Commute as Attachment 2 .

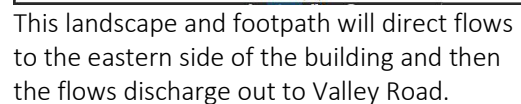
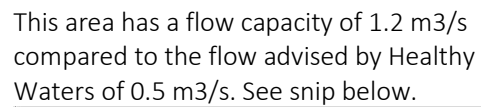
Section 92 Item		Action / Response
	the amendments proposed to the road reserve (including but not limited to the NSAATs, the extent to which the existing on-street parking spaces will be removed and the location where the parking spaces could potentially be reinstated).	
	Stormwater	
7.	The Civil Engineering Report notes that exit point of northern OLFP is being diverted further east on Valley Road. The report states that the change in location of exit point is not expected to adversely affect any other properties. However, no assessment has been provided to support this. To ensure any potential adverse effects due to flooding are appropriately mitigated, the applicant is requested to provide an assessment to demonstrate the effects of this diversion in accordance with Table 2 and 3 of the Auckland Transport TDM Chapter 4.	<p>The existing flood storage on the site is to be maintained. The impermeable surfaces on the proposed development are to be reduced from 100% to 80%.</p> <p>All 10% AEP flows from the site are to be discharged via on site soakpits and would not add to the flows onto Valley Road, so an assessment under Table 2 for 10% AEP flows should not be required.</p> <p>The 1% AEP flows from the site are to be reduced by 33% also using on site soakage and this should reduce 1% AEP flows onto Valley Road. While the location of the OLFP to Valley Road is being diverted about 30 m westwards, the compliance with Table 3 is not expected to be any worse than the current situation on the downstream section of Valley Road and slightly better given the reduced 1% AEP flows and the lack of any pedestrian crossings in this area.</p>
	Waste Management	
1.	It is noted that the Valley Road waste rooms for residential and commercial have doors between these. However, can it be confirmed whether these two waste rooms will be kept separate?	Residential and retail rubbish rooms will be kept separate with a locked door. Only the rubbish collection contractor and building manager will have the key to access for rubbish collection.

Section 92 Item		Action / Response
2.	As per the waste plan (WMP), for the bins from the Dominion Building, "All 660L bins will be fitted with tow-tugs, it is envisaged that the property will own/ lease a suitable ATV vehicle to tow the bins." p6. The WMP also advises that "On service days the building manager will put the bins together and move all full bins to the Valley Road waste room to empty, then return these after". P6. Could the applicant advise if this transportation of the bins will be possible (with servicing to be three times a week), or whether an alternative smaller truck will be needed to transport the bins to the northern waste room and to return these to position after emptying.	Yes, it will be possible to tow bins. A small truck will not be required
Development Engineering		
1.	Stormwater	
1a.	<p><i>For 10% flows:</i></p> <p>All the reference to existing impermeable area is irrelevant in this case being discharge to soakage. The tested soakhole results are from 2017 which are more than two-year-old. In addition, it is unclear if the soakage was tested on the same location where they will be established. There were two soakage holes tested with 34.7l/s and 35.3l/s rate. It is unclear if the same rate can be achieved now. In addition, it is unclear if this total 70.0 l/s rate is sufficient to serve the proposed development (10% discharge from all proposed roof and paved areas). If not, then how many more bore holes will be needed? Can they be tested or when they will be tested? We need these details along with clear assessment sheet / report as per GD07. We need exact plan of proposed soakage systems.</p> <p>We first need the soakage system developed and demonstrated to serve <u>10% s/w flows from the proposed impermeable areas</u>. This will confirm the stormwater disposal (10%) to the ground soakage is feasible for the new development.</p>	<p>We acknowledge that the soakage tests are more than 2 years old and locations have not been provided, however the test results are very consistent at approximately 35 l/s indicating consistent soakage potential for the site.</p> <p>The soakage potential is unlikely to have changed in the last 2 years.</p> <p>The design has 3 proposed soakpits with 2 boreholes in each providing total capacity for the 10% AEP event at 140 l/s (refer section 6.2, page 10 of civil report). The post development 10% AEP flows are calculated at 105 l/s.</p> <p>Also, see attached drawings as Attachment 4 showing soakpit catchpit areas.</p>
1b.	<p><i>For 1% flows</i></p> <p>It is important first applicant assesses and addresses the effects of 100% flows discharged to the ground. It should be noted that Auckland council central part if considered soakage area and council's s/w CoP and GD07 is expecting this area should be used for disposal of 10% flows</p>	<p>The proposed 1% AEP peak flow to the aquifer is 33 l/s. This flow is very small compared to size and capacity of underlying aquifer.</p> <p>The proposed volume discharge to aquifer in 1% AEP event is 240m³. For the historic pre-developed grassed site, the volume discharged from site to the aquifer would</p>

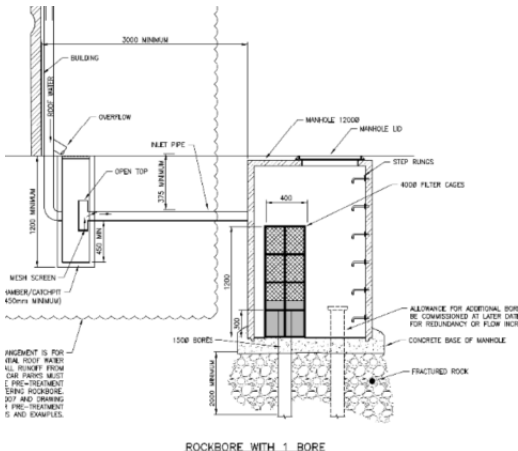
Section 92 Item		Action / Response
	<p>into the ground. Discharging 1% flows will certainly have limitations as well as effects on subsoil storage. Hence, it can be said that the 10% discharging ability to the ground may be compromised due to 1% discharge. It should be noted and clarified in the meeting that if the aquifer conditions change and have full capacity then hazard such as flood will remain unserved, and it will have more effects down the lifetime. Hence discharging the 1% flow into the soakage is not considered acceptable until and unless applicant proves that it is sustainable way for lifetime of the development without the effects on environment. This is needed.</p> <p>For 1% flows, we need separate assessment which can demonstrate how the storage is being arranged and managed as alternate to the compromised storage due to the proposed development. We also need to see how the flows will be transferred to storage and will operate during 1% flood event. Similarly, the storage will also be working during 10% flows so how this will be working.</p>	<p>have been approx. 670m³. For the 5 ha upstream catchment, the total volume being discharged to the aquifer is approx. 3,500m³. The geotechnical investigations also indicate that groundwater is approximately 20m below ground surface indicating significant capacity in the basalt materials. Based on above, we expect the aquifer would have ample capacity for the partial 1% AEP flow from the site.</p>
	Wastewater	
2.	Please provide duly filled wastewater and water planning assessment form required by WSL (attached).	See attached completed assessment forms, as Attachment 5 .
	Water	
3.	Please demonstrate with evidence that proposed development can receive adequate flow and pressure from water supply network.	Watermain testing to be completed by 11 October 2024. The results will be circulated upon receipt.
	Flood	
4.	<p>It is mentioned in provided flood assessment that the OLF entering from eastern boundary (>8500m² catchment & 0.332m³/s flow rate) will be blocked because currently upstream neighbour is blocking it. This approach is considered no acceptable. There is highest possibility in future that the neighbour develops the property with allowing the OLF to pass to the subject property (maintaining entry and exit as per AUP) then this development will be a cause of obstruction. It is also important to be noted that the neighbour properties might be developed in past when there was no appropriate information about the OLF / flood available which is not the present case. Hence, it is expected applicant assesses their proposal based on the OLF entering into their property</p>	<p>Eastern OLFP Council's concerns acknowledged. It is now proposed to allow for eastern OLFP to discharge onto site. Once it has entered the site it will add to flow into ponding area in the eastern area of the site and once the ponding reaches RL 52.4 m the flows will then discharge out onto Valley Road.</p> <p>Northern OLFP There is a landscape area and footpath along the northern side of the building that is approximately 300 mm lower than the neighbouring property. This area is 2.6 m wide with a 0.6% longitudinal fall eastwards. See snip below from our drawing C04.</p>

Action / Response

The overland flows are expected to be diverted along the eastern side to the road. It is important we have all details that show how the existing OLF will be collected inside the boundary into the proposed flow path channel, how it will work and will be maintained and how it will discharge the flow to the exit.

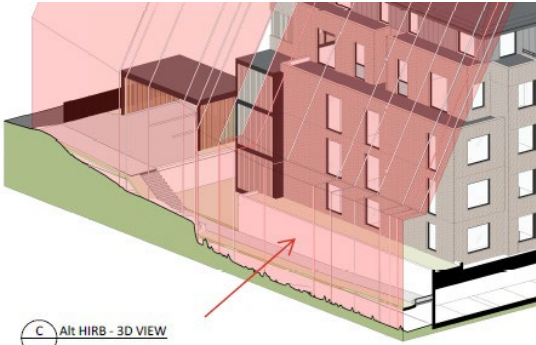


The north-western OLFP does not meet AUP definition as the upstream catchment is less than 4,000 m2. Therefore, AUP OLFP controls do not apply and development does not need

Section 92 Item	Action / Response
	to provide mitigation for these upstream flows.
Earthworks	
<p>5. It is expected to have heavy machines to complete excavation activity which is related to cutting the rock with the help of heavy plant (35t to 50t excavators) with rock ripper buckets or a single tyne pick. Although the precaution will be taken but the buildings on 109 Valley, 224 / 234 Dom Rd and 184-196 Dominion buildings are close to or above the boundary and appear very close to excavation area. Please comment on exact methodology or mitigation to confirm how the effects of such earthworks over the neighbour buildings will be managed.</p>	<p>See response prepared by Initia as Attachment 3.</p>
Stormwater Specialist	
<p>1. A preliminary cross section of the soakhole device should be provided. (Need to design in accordance with TR2013/040 - Stormwater Disposal via Soakage in the Auckland Region</p>	<p>The soakpits are to be constructed in accordance with the detail from Drawing GD07 01 from Council's GD07 – see snip below.</p>  <p>Note that soakpits will have 2 x boreholes.</p>
<p>2. The drainage plan (C10 prepared by Babbage and dated 30/08/2024 for the site shows the proposed four soakhole locations, please provide the catchment impervious area for each soakhole.</p>	<p>Please see attached Indicative Catchment Plan. Plumbing and hydraulics design has not yet started so a definitive catchment plan can not be provided at this stage. The estimated catchment areas and 10% AEP flows for each soakpit are shown on the plan and below.</p> <p>SWSH A1 – for flood volume reduction SWSH A2 – 40 l/s from 2,000 m2 SWSH B1 – 44 l/s from 2,200 m2 SWSH D1 – 22 l/s from 1,100 m2</p> <p>The factored design capacity of each soakpit is 47 l/s using a reduction factor of 1.5.</p>

Section 92 Item		Action / Response
3.	The stormwater management devices will be located on private land. The application report did not provide detail regarding the long-term operation and maintenance of the stormwater management system. It is anticipated that a body corporate or other legal mechanism will be established. The owners of the units will be jointly responsible for the long-term operation and maintenance of the stormwater management system. Please provide operational and maintenance report.	The O&M manual for the stormwater management devices will be in accordance with GD01 and GD07. It is expected that this will form a condition of consent.
4.	Please consider an appropriate stormwater treatment device for the trafficable area (957m ² (18%)) prior to discharging into the soakage system.	Stormwater treatment is to be provided for the trafficable area. This is discussed within the updated Civil Engineering Report as Attachment 9 .
5.	The applicant stated that half of the secondary flows, will be draining to soakage and the remaining half to Valley Road. Please provide more clarification, as this is not clear to me, my understanding is that the site generally slopes downwards from the northern boundary to the southern boundary although the low point is within a depression in the north-western area of the site and the southern area of the site is relatively flat.	It is proposed that 33% of secondary flows (33 l/s) is to discharge to on-site soakage. This is to be enabled by an additional soakpit in the eastern area of the site which is a low point where ponding of overland flows will occur in events greater than the 10% AEP event. The rest of the secondary flows will build up in the eastern low point and discharge via the eastern vehicle access to Valley Road.
Urban Design		
1.	Please provide a detailed diagram of how overlooking and privacy matters are being dealt with between the first and second floors of the Carrick building (North elevation) and the adjacent neighbouring retirement village. You may wish to extend this to all windows on the northern elevation. Please also clarify and provide rational on whether a secondary mechanism to help screen/diffuse views and address these windows is necessary in your opinion?	The architectural drawings package has been updated, see Attachment 6 and a response has been provided within the memorandum prepared by Boffa Miskell, as Attachment 7 .
2.	Please provide a detailed bulk and massing analysis, inclusive of the architectural outcome, of the Valley and Carrick building east elevations.	The architectural pack has been updated, see Attachment 6 and a response has been provided within the memorandum prepared by Boffa Miskell, as Attachment 7 .
3.	Please provide the bulk form diagrams and comparisons for review within the RC plan set.	The diagrams have been added to the architectural drawings within Attachment 6 – refer drawings RC-080 – RC-087.
4.	Please clarify whether a gate is proposed for the Valley Road vehicle crossing or car park entrance	Refer the following drawings within Attachment 6 :

Section 92 Item	Action / Response
	<ul style="list-style-type: none"> Plans - RC-101 and RC-201. Render - RC-067 Elevation - RC-308
5.	<p>The entrance gate to the Valley Road pedestrian entry is significantly recessed from the street frontage. Please explain the rational for this design and advise whether loitering and hidden entrapment spots can be sufficiently mitigated as designed?</p> <p>The entrance gate has been moved forward – refer to RC-101 and RC-201.</p> <p>Refer to response within the memorandum prepared by Boffa Miskell as Attachment 7.</p>
6.	<p>Please clarify the spacing between louvres on Typology 3A and advise whether, due to their angled orientation, views can be achieved back and down towards the adjacent retirement village outdoor living areas.</p> <p>Louvres are spaced at 150mm centres and are now angled to direct views away from retirement village.</p> <p>Refer to drawing RC-731 and RC-512A within Attachment 6.</p>
7.	<p>Please can you revise the shading diagrams to provide a change in the colour of the existing surrounding building shading so it is clearer and distinct from the proposed building colour. This will assist in being able to more clearly assess the merits of sunlight access/shading.</p> <p>AMA have revised the relevant shading diagrams to assist with this understanding, at RC-911 to RC-916 of the updated architectural drawing package.</p>
8.	<p>With regards to the shading diagrams provided, the applicant may wish to provide a separate example set of shading diagrams of a permitted and realistic bulk and massing building envelope, for the purposes of comparison during the later afternoon hours on the equinox. The 'zone permitted' shadow extent could also then be plotted on the main shading diagram for ease of comparison. This may help in assessing the additional amount of shading generated that is anticipated by the zone and the difference between the previously permitted extent of shading and that proposed.</p> <p>We acknowledge the invitation to provide shading diagrams that show the "zone permitted extent". We propose not to show this on the basis of the clear guidance provided in recent Environment Court decisions – see <i>Panuku Development Auckland Ltd v Auckland Council [2020] NZEnvC 024</i> and <i>Drive Holdings Limited v Auckland Council [2021] NZEnvC 159</i>. These cases have been clear that such an approach is unhelpful and legally irrelevant in the context of an RDA application where many different RDA consent requirements triggered. It is no different in this context where the application is for a discretionary activity that triggers a broad range of consent requirements. Any development of the site will require resource consent.</p> <p>The Court in <i>Panuku</i> found that evidence that appeared to rely on general and speculative statements about the planning and design outcomes envisaged in the Local Centre and THAB Zones and made comparisons with "compliant" developments, was unhelpful given the large number of restricted discretionary activities involved in the</p>

Section 92 Item	Action / Response
	<p>proposal (at [72]). The Court went onto find that an assessment of shading solely based on a comparison with a speculative compliant development was evidentially unreliable (at [138]). Ultimately the Court in <i>Panuku</i> set the evidence aside that compared theoretical "compliant developments" with the proposal, to focus on the effects arising from it (at [99]).</p> <p><i>Drive Holdings</i> followed the approach taken in <i>Panuku</i>. In the context of shadowing effects, the Court noted that a shadowing of probable development in the area, in most (if not all cases) would require some form of restricted discretionary consent and so could not be considered a permitted baseline. The Court rejected "any suggestion of a "likely consentable" comparator" (at [84]).</p> <p>We consider the same logic from these cases applies here.</p>
9.	<p>Please provide elevations and 360 deg. perspectives of the proposed pavilion structure and identify any internal fit out proposed.</p> <p>Pavilion renders and elevations added – please refer to RC-060 to RC-063 and RC-312. An internal fitout has been shown indicatively on plan, see RC-202.</p>
10.	<p>Please clarify the design of the wall facing the rear Carrick Street pedestrian access. This is currently not shown on the plan sets and will appear as a tall enclosing wall to a narrow width access. Will this provide any treatment to reduce its visual dominance to on-site users? (see red arrow in image below)</p>  <p>C Alt HIRB - 3D VIEW</p> <p>Refer to response within the memorandum prepared by Boffa Miskell as Attachment 7 and updated architectural drawing package as Attachment 6.</p>
11.	<p>Please clarify the surface material proposed for the main pedestrian access link between the Dominion and Carrick buildings. This is not indicated on the landscape or RC plan sets. Please note the related design comment below.</p> <p>See updated landscaping drawing package as Attachment 8 and response within the memorandum prepared by Boffa Miskell as Attachment 7</p>
12.	<p>Please clarify the landscape treatment along the northern boundary between the Carrick building and the adjacent retirement village as this does not appear to be clearly identified within the</p> <p>See response within the memorandum prepared by Boffa Miskell as Attachment 7.</p>

Section 92 Item		Action / Response
	landscape plan set. Some plans and perspectives show a hedge and or tree outcome. Please also provide a rational for the design of this landscaped space and its intended role/outcome.	
13.	Please clarify the handrail or the design of enclosure to the stairs between the sunken garden and the multi-purpose lawn area. Are these stairs and the sunken garden enclosed by a tall wall, preventing visibility of the space or is it intended to be more open?	See response within the memorandum prepared by Boffa Miskell as Attachment 7 and updated architectural drawing package as Attachment 6 .
14.	Please clarify the positioning of the Rewarewa trees along the eastern site boundary and whether these been placed strategically to address effects onto adjacent the adjacent neighbour from the tall apartment buildings balcony locations. If they have not, please clarify whether they should be or not?	See response within the memorandum prepared by Boffa Miskell as Attachment 7 and updated architectural drawing package as Attachment 6 .
15.	Please provide typical elevations/sections of the intended planter box, planting, hedge and fencing outcome to the ground floor outdoor spaces around the communal courtyard. Provide an accompanying analysis and design rational on how this will achieve sufficient balance of privacy and passive surveillance between the two spaces	See updated landscaping drawing package as Attachment 8 and response within the memorandum prepared by Boffa Miskell as Attachment 7 .
Non-S92 Items		
	Urban Design	
1.	The path material between the Dominion and Carrick buildings appears it might be timber. Timber during the wet becomes slippery and a hazardous surface, especially for mobility restricted. Given that this is the main route for residents it is strongly recommended to provide a different and less slip prone material for this pathway. A different coloured paver would be adequate.	See updated landscaping drawing package as Attachment 8 and response within the memorandum prepared by Boffa Miskell as Attachment 7 .
2.	With regards to the s92 question above on the same, it is considered that a more beneficial outcome and to avoid adverse CPTED situations, that the Valley Road entrance gate is brought forward to the entrance of the pedestrian access. Possibly with a short instep to allow for pedestrians to step off the main pavement and avoid congestion.	As per Item 5 above.
3.	The angled louvres on type 3A may be better orientated towards Carrick street to direct views towards the street and possibly enhance the outlook from the living space.	As per Item 6 above.

Section 92 Item		Action / Response
4.	Has the applicant considered any additional opportunities for more storage lockers within the basement car park? Could some be placed within the bike storage area off the Carrick Street service core?	<p>Consideration has been given to this, however a balance is required to meet the cycle parking requirements of the AUP(OP).</p> <p>The basement carpark layout does not have additional space for extra storage lockers. The bike storage area is only slightly wider (3.5m) than the minimum 3.1m width for floor standing bike racks and aisle.</p>
5.	There is a general design concern with some of the apartment unit designs and the reduction of residential amenity afforded to future owners/occupiers. The first is Type S5 which is a 1 bedroom unit where the bedroom does not have an external window instead relying on a glazed wall to gain borrowed daylight. The second is across a number of typologies where the main bathroom is located directly opposite the kitchen or dining space. I welcome your consideration of this and any rational you may wish to provide.	<p>See memorandum prepared by Boffa Miskell as Attachment 7.</p> <p>It is noted that there are only six units of the 135 units provided that are the S5 typology.</p>
6.	It is recommended that more illumination is provided along the main pedestrian route between the internal courtyard building entrances. In addition to the already low proposed bollards to ensure a safe main route for pedestrians.	<p>Noted and a lighting plan will be prepared as part of subsequent stages of design development. A condition is proffered requiring a lighting plan be prepared, as per the condition on the previously approved consent.</p> <p>(42) Prior to lodgement of any architectural building consent, the consent holder shall provide a Lighting Plan for certification by Auckland Council Team Leader Central Monitoring. This plan shall include proposed locations, lux levels and types of lighting (i.e. manufacturer's specifications once a lighting style has been determined). The lighting plan shall demonstrate that all lighting complies with the relevant</p>
Landscape Specialist – has confirmed that there are no specific S92 queries at this stage, though has flagged that they may need to review UD requests in the wider landscape context.		
1.	Application AEE Appendix 05 Architectural Drawings – the drawing RC-422(B), being a section illustrating the Carrick Place Pedestrian Link, is helpful. This drawing provides a better understanding of this space, but raises concerns over the amenity for people that will use this thoroughfare, including potential CPTED issues. I will need to visit this part of the site to fully appreciate whether the design response is appropriate or not; however, in the meantime	<p>The Carrick Street pedestrian entrance is a secure entry for residents only and will have a security gate. Keeping the pathway at a higher level was investigated, however the path is required to be lowered to accommodate the Overland Flow Path levels at this location.</p> <p>This pathway is further discussed within the memorandum prepared by Boffa Miskell as Attachment 7.</p>

Section 92 Item	Action / Response
perhaps the applicant could confirm whether or not they have investigated any alternative access designs e.g. avoiding stairs down and then up again (keeping the access at a higher level overall).	
Contamination	
<p>1. While I agree that once the building is removed once the buildings have been removed, it will provide the best opportunity to fully assess the site, especially if there is a potential for further USTs to be present. However, I do have some concerns regarding the former dry cleaners (the commercial laundry formerly at 115 Valley Road). Interviews were conducted with the most recent manager (as documented in the attached Preliminary Site Investigation (PSI) by T+T in 2015). The manager indicated that current laundry activities at that time only involved small volumes of chemicals (such as detergents, disinfectants, and optical whiteners), and no dry cleaning was carried out at the site. However, it is not clear when this business was first established, and there was no access available to inspect the back of the building</p> <p>Given this uncertainty I recommend that any additional testing in the vicinity of this commercial laundry area, also include contaminants of concern associated with dry cleaners (such as chlorinated solvents, TCE, etc.). If underground tanks or soil contamination is detected, which suggests dry cleaning fluids were used/stored/disposed of onsite, a groundwater investigation (including the installation of groundwater monitoring wells onsite) will be necessary. Depending on the level of contamination in soil/groundwater clean-up or building protection measures may need to be incorporated into the development plans</p> <p>As further investigation is needed, I agree the works will trigger discretionary activity consents under both the NES:CS and E30 of the AUP(OP) on the condition these further investigations (including groundwater investigations and clean up/building protections measures (if required)) can demonstrate the site is suitable for its intended land use and the works both during</p>	<p>WWLA note that these comments are as expected and align with the recommendation to pursue consent under the contaminated land rules on a discretionary basis.</p> <p>The matters raised in relation to the dry cleaners are able to be responded to during the additional investigations that will occur.</p>

Section 92 Item	Action / Response
<p>and post construction are protected from contaminant discharges.</p> <p>As further investigation is needed, I agree that the proposed works will trigger discretionary activity consents under both the NES:CS and Chapter E30 of the AUP(OP). These consents may be granted on the condition that the additional investigations, including groundwater assessments and any necessary clean-up or building protection measures are incorporated into the design (if required), demonstrate that the site is suitable for its intended land use and the proposed works must adequately mitigate the risk to human health and the environment (both during and post-construction).</p>	