



Application for a project to be referred to an expert consenting panel

(Pursuant to Section 20 of the COVID-19 Recovery (Fast-track Consenting) Act 2020)

For office use only:

Project name: Federal Street Residences
Application number: PJ-0000760
Date received: 26/08/2021

This form must be used by applicants making a request to the responsible Minister(s) for a project to be referred to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

All legislative references relate to the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act), unless stated otherwise.

The information requirements for making an application are described in Section 20(3) of the Act. Your application must be made in this approved form and contain all of the required information. If these requirements are not met, the Minister(s) may decline your application due to insufficient information.

Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail, sufficient to inform the Minister's decision on the application, as opposed to the level of detail provided to an expert consenting panel deciding applications for resource consents or notices of requirement for designations.

We recommend you discuss your application and the information requirements with the Ministry for the Environment (the Ministry) before the request is lodged. Please contact the Ministry via email: fasttrackconsenting@mfe.govt.nz

The Ministry has also prepared [Fast-track guidance](#) to help applicants prepare applications for projects to be referred.

Part I: Applicant

Applicant details

Person or entity making the request: P0012 Auckland NZ Pty Limited, being a wholly owned subsidiary of ICD Property Group (ICD)

Contact person: Simone Gervasi

Job title: Senior Development Manager

Phone: s 9(2)(a)

Email: s 9(2)(a)

Postal address:

c/- Greenstone Group

PO Box 99626

Newmarket

Auckland 1149

Address for service (if different from above)

Organisation: Tattico Limited

Contact person: Ross Cooper

Job title: Senior Planner

Phone: s 9(2)(a)

Email: s 9(2)(a)

Email address for service: s 9(2)(a)

Postal address:

PO Box 91562

Victoria Street

Auckland 1142

Part II: Project location

The application: does not relate to the coastal marine area

If the application relates to the coastal marine area wholly or in part, references to the Minister in this form should be read as the Minister for the Environment and Minister of Conservation.

Site address / location:

A cadastral map and/or aerial imagery to clearly show the project location will help.

65-71 Federal Street, Auckland CBD, Auckland, 1010, New Zealand

Legal description(s):

A current copy of the relevant Record(s) of Title will help.

Legal Description: Lot 1 DP 100837

Record of Title: NA55C/882

Land area: 1,641m²

Registered legal land owner(s):

P0012 Auckland NZ Pty Limited (being a wholly owned subsidiary of ICD Property Group) is the registered legal owner of the land.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur, including a statement of how that affects the applicant's ability to undertake the work that is required for the project:

The applicant P0012 Auckland NZ Pty Limited is a wholly owned subsidiary of ICD Property Group. There are no legal impediments to the applicant's ability to undertake the proposed works.

Part III: Project details

Description

Project name: Federal Street Residences

Project summary:

Please provide a brief summary (no more than 2-3 lines) of the proposed project.

A sleek residential tower and marketplace retail concept delivering over 350 residential units to the CBD on a 1,641sqm corner site, 120m from a train station and high frequency buses, SkyCity (including conference centre) and within walking distance to significant employment and amenity areas.

There is high demand for quality residential accommodation in this location. The project is to be undertaken by an experienced developer from Australia who already owns the land.

Project details:

Please provide details of the proposed project, its purpose, objectives and the activities it involves, noting that Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail.

Background

The site was acquired by the applicant from SkyCity Entertainment Group in April 2018. The property is currently operating as a public car park.

ICD has been working with its project team on a high rise residential scheme with ground floor marketplace/retail. The project was launched in 2018 with a public design competition that attracted international architectural practices. While the successful architects continue with the scheme, its previous form included a hotel which has been removed as it is uneconomic for this site. The current design provides over 350 dwellings.

Vision

"The skyline defines a city's identity yet it is the streets, where people inhabit the city, that define its character." - Woods Bagot

This project on Federal Street has the potential to be a catalyst for change to the urban condition at street level and then to support growth and improvement of the surrounding street environments.

These two considerations, the street and the skyline, are the primary focus to achieve an inspiring and enduring place for Auckland.

Urban Design and Design Process

Analysis identified that the Site had many unique factors that would mean that a successful building of significant scale could be achieved, helping to give effect to the strategy of a 'quality, compact urban form' as defined in the Auckland Plan 2050. These include proposal helps give effect to the strategy of a 'quality, compact urban form' as defined in the Auckland Plan 2050. The Site is within 120m of the Aotea rail station and bus routes, is adjacent the City Centre cycle network and within walking distance of the central city's variety of working, shopping, entertainment, socialising, education, and recreation facilities. There is a significant opportunity to revitalise a

laneway in a central location. The maximum height as permitted by the Auckland Unitary Plan (AUP) is well above what is being considered and the corner site configuration and tower location on the site mean that the effects on neighbours can be appropriately managed. That means the development can maximise efficient use of land. The only constraining feature of the AUP for the Site is the MTFAR rule. A design quality and effects assessment has been undertaken to determine the project's appropriateness. Consideration has been given to the AUP, the National Policy Statement on Urban Development and RMA provisions, in addition to the outcomes sought by the Covid19 Recovery (Fast-track Consenting) Act 2020 (FTCA).

Significant design work and consultation has taken place with Iwi and Auckland City Council ("Council"), informing and interweaving historic and cultural narratives associated with this area into the design of the public realm and architecture.

Expert advisors comment include:

Julie Stout and Graeme Scott, expert architects and urban designers "Overall, we commend the project team for their dedication in producing a high-quality design which we believe will set a high standard for inner city residential design and make a truly positive contribution to the urban design and form of our city."

"The proposal ... actively engages with the street by proposing a market / food / beverage activated space the entire length of its Federal Street frontage. This is contained within an enveloping timber-clad double-height yet cave like space, that spatially extends out to the street, creating an unexpected and generous sanctuary.

These architectural acts of generosity are rare in our city but will be increasingly welcome as many people start to use these laneway streets."

"The [Tower] façade has a sleek, silvery 'feathered' glazing treatment with rounded corners, giving the tower a reflective and elusive quality rather than a robust design statement. This, we believe, is a sophisticated response to its proximity to the Sky Tower.

Where applicable, describe the staging of the project, including the nature and timing of the staging:

Programme and Delivery

If approved the project will be delivered in one stage. See Construction Readiness section for programme.

Consents / approvals required

Relevant local authorities: Auckland Council

Resource consent(s) / designation required:

Land-use consent, Water permit, Discharge permit

Relevant zoning, overlays and other features:

Please provide details of the zoning, overlays and other features identified in the relevant plan(s) that relate to the project location.

Legal description(s)	Relevant plan	Zone	Overlays	Other features
Lot 1 DP 100837	Auckland Unitary Plan (Operative in Part)	City Centre Zone	Mana Whenua: Sites and Places of Significance to Mana Whenua Overlay [rcp/dp] - 009, Nga Wharau a Tako, 1	Control: Macroinvertebrate Community Index - Urban

Rule(s) consent is required under and activity status:

Please provide details of all rules consent is required under. Please note that Section 18(3)(a) of the Act details that the project **must not include** an activity that is described as a prohibited activity in the Resource Management Act 1991, regulations made under that Act (including a national environmental standard), or a plan or proposed plan.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Auckland Unitary Plan (Operative in Part)	Rule H8.4.1(A32) New buildings in the City Centre zone	It is proposed to construct a new building within the City Centre zone.	Restricted Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	Rule H8.4.1(A32A) Demolition of buildings in the City Centre zone	It is proposed to demolish the existing 7-storey car parking building on the application site	Controlled Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	Rule H8.4.1(A45) A building that exceeds the Maximum Total Floor Area Ratio in Standard H8.6.21	It is proposed to construct a building that exceeds the MTFAR for the site as prescribed in Standard H8.6.21	Non-Complying Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	Standard H8.6.13 Use of historic heritage floor space bonus	The proposal relies on the transfer of heritage floor space bonus from other (as yet undefined) site(s) within the City Centre zone to the application site, at a maximum ratio of 3:1 (4,923m ²)	Controlled Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	Rule C1.9(2) Infringement of standards	The proposal infringes Standard H8.6.24 (Maximum tower dimension, setback from the street and tower separation). Specifically, the proposed tower form infringes the Federal and Kingston Street setback requirement of 6m by 3m, and a portion of the western frontage by 2.3m.	Restricted Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	Rule C1.9(2) Infringement of standards	The proposal infringes Standard H8.6.32 (Outlook space). Specifically, 73 west-facing bedrooms infringe the 6m requirement by 2.3m; 73 west-facing living rooms infringe the 20m requirement by 14m (however 36 of those have outlook across 60 Hobson Street which is subject to a restrictive covenant limiting future development to	Restricted Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010

		lower levels only); 46 south-facing living rooms infringe the 20m requirement by 7m.		
Auckland Unitary Plan (Operative in Part)	Rule D21.4.1(A5) New buildings and structures within a Site or Place of Significance to Mana Whenua	The application site is within a Site of Significance to Mana Whenua, being Nga Wharau a Tako (Unitary Plan ID# 009)	Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	E7.4.1(A28) Diversion of groundwater caused by any excavation or tunnel within the City Centre zone that does not meet the permitted activity standards	On site investigations have not been undertaken to precisely determine whether the proposed excavation and basement will intercept groundwater. Preliminary advice from WSP (Desktop Geotech Study) identifies groundwater likely sits 12m below ground level, while the proposed excavation and basement are to a depth of 10m. Consent is being sought under this rule out of an abundance of caution.	Restricted Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	E12.4.1(A8) Earthwork greater than 2,500m ³ within the City Centre zone	Earthwork of 9,408m ³ is proposed to facilitate construction of the proposed development within the City Centre zone.	Restricted Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Auckland Unitary Plan (Operative in Part)	E25.4.1(A2) Activities that do not comply with a permitted activity standard	The proposal is predicted to infringe the following Standards within E25 (Noise and Vibration): - E25.6.10 (Noise levels for noise sensitive spaces in the City Centre zone), NDY recommends a 5dB relaxation of Standard E25.6.10(3)(f) to 40dB as it relates to living rooms. Bedroom limits of 35dB will be complied with. - E25.28 (Construction noise), NDY predicts that various activities associated with the	Restricted Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010

		proposed demolition and construction works will infringe the noise limits for construction. - (E25.30 (Vibration), NDY predicts that various activities associated with the proposed demolition and construction works will infringe the standards for vibration.		
Auckland Unitary Plan (Operative in Part)	E30.4.1(A7) Discharges of contaminants into air, or into water, or into or onto land not meeting the Controlled Activity Standard E30.6.2.1	No Detailed Site Investigation exists, resulting in an infringement to Standard E30.6.2.1.	Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010
Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011	Regulation 11 (Discretionary Activities)	The proposal does not satisfy Regulation 10 (Restricted Discretionary Activities) as no Detailed Site Investigation exists at this time.	Discretionary Activity	65-71 Federal Street, Auckland Central, Auckland 1010

Resource consent applications already made, or notices of requirement already lodged, on the same or a similar project:

Please provide details of the applications and notices, and any decisions made on them. Schedule 6 clause 28(3) of the COVID-19 Recovery (Fast-track Consenting) Act 2020 details that a person who has lodged an application for a resource consent or a notice of requirement under the Resource Management Act 1991, in relation to a listed project or a referred project, must withdraw that application or notice of requirement before lodging a consent application or notice of requirement with an expert consenting panel under this Act for the same, or substantially the same, activity.

P0012 Auckland NZ Pty Limited has not applied for any previous resource consent applications for the Site is not aware of any same or similar proposal for the land progressed by another party.

Resource consent(s) / Designation required for the project by someone other than the applicant, including details on whether these have been obtained:

No consents, designations or other approvals by anyone other than P0012 Auckland NZ Pty Limited are necessary to undertake this project.

Other legal authorisations (other than contractual) required to begin the project (eg, authorities under the Heritage New Zealand Pouhere Taonga Act 2014 or concessions under the Conservation Act 1987), including details on whether these have been obtained:

An archaeological authority from Heritage New Zealand Pouhere Taonga may be required given the status of the site as an identified Site of Significance to Mana Whenua.

Construction readiness

If the resource consent(s) are granted, and/or notice of requirement is confirmed, detail when you anticipate construction activities will begin, and be completed:

Please provide a high-level timeline outlining key milestones, e.g. detailed design, procurement, funding, site works commencement and completion.

The Applicant

ICD Property is a purpose driven property development and investment company that strives to deliver projects that will stand the test of time by enhancing and empowering the cities, communities and people that we develop for. ICD's passion is in developments where they get to impact, influence and integrate the way people live, work, stay and play. In its 12-year existence, it has delivered over 1,500 residences as well as various innovative retail and commercial concepts. ICD has also established itself as a brand recognised for delivering award-winning designs and innovations with the capability to deliver large, complicated, landmark projects.

ICD's current portfolio under development totals over s 9(2)(b)(ii), with projects across Sydney, Melbourne, Geelong (Victoria), Adelaide and Auckland.

Design Status

The project has now achieved a level of design completeness and coordination to provide the applicant reasonable certainty on its layout, materiality, engineering requirements (especially structure). In doing so the commercial analysis has been assisted by detailed cost analysis of the building right down to the amounts of reinforcing in the concrete.

The design process has been a collaborative one by the whole design team including the main contractor and quantity surveyor.

The large design team has worked across the disciplines and between New Zealand and Australia for several years on several iterations prior to deciding on the proposal in this application.

The Design Team

The design team has been led by international architects Woods Bagot (who are currently doing a number of projects within New Zealand) and local Architects Peddlethorp. They have been supported by a host of experienced engineers and advisors including WSP, Norman Disney Young, Flow, Holmes, Land Lab, Isthmus, WT Partnership, Tattico and Greenstone Group.

Woods Bagot as lead designer is a global architecture practice with 17 studios across 6 regions. Their international experience in high rise buildings is a real asset to the project. This project is operated out of their Melbourne based office so they have a real understanding of an Australasian style of architecture and the local influences. Many of their projects in New Zealand have been collaborations including their first project in New Zealand, completed in 2010, which was 80 Queen St "Deloitte House". More recent projects include Commercial Bay, the above ground Transit Oriented Development at Aotea Station and Christchurch Convention Centre.

The design team has been supported by the main contractor, ICON, working in an informal early contractor engagement capacity. They have been able to provide further information and analysis using their considerable experience in buildability and contacts in the market.

Main Contractor

Icon is a specialist 'design and construct' (D&C) construction provider with over 160 years' experience throughout Australasia. They are wholly owned by the Kajima Corporation of Japan who are one of the world's largest construction providers with 2020 revenues in excess of s 9(2)(b)(ii). Icon commenced operations in New Zealand in 2017 off the back of their flagship project, The Pacifica; a 57 storey luxury apartment development in Auckland's CBD.

Icon have particular expertise in high-rise tower construction. In Q1 2021 they successfully completed their first two Auckland CBD high-rise towers, are on track to complete a third in December and have recently commenced a fourth.

ICD has been assisted by Icon Construction on many aspects of the project to date including but not limited to;

- Design efficiency and rationalisation;
- Procurement and construction methodologies;
- Costs engineering;
- Construction management; and

- Delivery strategy.

It is ICD's intention to enter into a formal early contractor involvement (ECI) process with Icon Construction as soon as RC is granted, and subsequently a Design and Construct (D&C) contract once the detail design of the building is further developed. ICD is highly confident in its ability to deliver this project that is feasible, with construction costs that have been guided by not only Icon Construction but also verified by a highly qualified cost specialist firm, WT Partnership.

Construction Material Supply Chain & Procurement Strategy

With the impact of COVID-19 affecting the supply chain of variety of material globally, the already strained supply chain of construction material in New Zealand is further overwrought. Working alongside Icon Construction, and with their learnings from delivering Pacifica and other projects in Auckland, ICD has identified certain construction resources that are scarce which may impact project delivery.

ICD is first and foremost committed to the use of local New Zealand resources, ranging from labour to building materials. As identified in the Economic Impact Assessment report, the development, from civil engineering and site preparation work leading to the sale of apartments and through to construction, is estimated to directly sustain employment equivalent to 1,160 jobs within the Auckland economy. In addition to that, it will indirectly sustain considerable local jobs across the supply chain in a range of sectors. A fast-tracked consent will mean that construction related employment can begin sooner and during a period when it will deliver the most value to local construction businesses facing a projected downturn of growth in an uncertain economic climate. A fast-tracked consent is estimated to bring the peak of the project's activity forward by an estimated 15 months.

ICD has connections to CIMC Group (see attached Developer's Report) being the world leader and supplier of logistics equipment and services. ICD is committed to assisting local contractors and suppliers to secure:

1. materials that are usually sourced from overseas through purchasing power;
2. global partnerships or networks between local providers and offshore producers;
3. priority in logistics services;
- and 4. relevant global knowledge and industry smarts.

The combination of these elements will bring positive impacts to the local community and economy as well as the wider construction industries of New Zealand.

Funding

ICD has significant experience in raising capital for landmark capital city projects in Australia and New Zealand. With a demonstrated track record in delivering large scale projects, ICD has a network of financiers with the ability and mandate to fund projects such as Federal St project. See Developer's Report for further information.

Delivery Programme	January 2022	RESOURCE CONSENT GRANTED UNDER FTCA	Jan – March 2022	SECURE
DEBT FINANCE (A few months prior to consent being obtained ICD will shortlist and approach potential lenders in preparation for construction)	April 2022	SALES LAUNCH	February 2023	CONTRACTOR APPOINTMENT
	June 2023	REQUIRED SALES ACHIEVED	July 2023	CONSTRUCTION COMMENCES
				April 2026
				CONSTRUCTION COMPLETE

StagingThe project will be delivered in one stage.

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

With the exception of an initial pre-application meeting with MfE representatives to discuss this application, no other consultation has been undertaken with ministries or government departments.

Local authorities

Detail all consultation undertaken with relevant local authorities:

ICD have been in contact with Auckland City Council at various levels since the site was purchased. Given the prominent location of the site, ICD initiated a voluntary design competition in 2018. National and international design teams including Zaha Hadid, Warren & Mahoney, Elenberg Fraser, COX Architecture and Woods Bagot (in collaboration with Peddle Thorp) were invited to compete. The establishment of the competition was done in

discussion with Council's "Design Champion" Ludo Campbell-Reid and was very well received by the public and local government members who praised the approach, and the vision that ICD had for the site.

The selection panel comprised Alice Smith (ICD Property Development Director), Phil Eaton (Managing Director, Greenstone Group) and two independent experts appointed by Auckland Council, being Graeme Scott (experienced architect and Chair of the Auckland Urban Design Panel at the time) and Julie Stout (Director of Mitchell Stout Architects). A senior staff member of Council was also in attendance at all design competition presentations as an impartial observer with rights to ask questions of the presenting teams.

The design competition brief included the need for a variety of investor and owner-occupied apartments, as well as an A-Grade hotel occupying between 30-50% of the building. The Selection Panel selected the team of Woods Bagot and Peddle Thorp, who have since that time been engaged to progress the project design.

Closely following the selection, the project was presented to the Auckland Urban Design Panel (AUDP) in early 2019.

The AUDP did not fully support the design and raised some matters for consideration. ICD subsequently engaged directly with Council seeking to resolve those issues through a series of design workshops, which yielded the basis of the design as it exists today. A podium of scale was introduced, as was the 3m setback of the tower from the Federal and Kingston Street frontages. This robust design process has yielded a building design that supports the streetscape character and amenity outcomes sought by the Council / AUP and provides excellent differentiation between the podium and tower that reduces the visual impact of the tower form over the adjacent pedestrian environment. The project was delayed while ICD took stock of the implications of the Covid-19 pandemic. Through design and programme changes, ICD have been able to get the project to a point where it can work financially. The biggest subsequent change to the overall programme of the building is that the hotel element has been deleted, as have a number of the associated 'amenity levels'. This change has simplified the ground floor and podium programmes in particular, with significant positive outcomes for the functionality of the building relating to lobby access (no longer a need to separate residential and hotel access), car parking, loading and servicing.

Following the changes to the design, ICD has re-engaged with Council, who have been very supportive of the new design direction. The design is programmed to be presented back to the AUDP on 9 September 2021.

Other persons/parties

Detail all other persons or parties you consider are likely to be affected by the project:

- Ngati Paoa Iwi Trust
- Ngati Whatua Orakei
- Owners and occupiers of the directly adjoining properties:
- 34 Kingston Street (residential apartments)
- 60 Hobson Street
- 66 Hobson Street
- 77-85 Victoria Street West (residential apartments)
- 89-95 Victoria Street West (residential apartments)
- SkyCity

Detail all consultation undertaken with the above persons or parties:

SkyCity

As a potentially affected party we have kept them informed of our progress. The Site was acquired from them and they were fully aware and supportive of our intentions for the site at that time, signing a 'no objection' clause as part of the sales agreement. They remain supportive and will not oppose the development as proposed.

Part V: Iwi authorities and Treaty settlements

For help with identifying relevant iwi authorities, you may wish to refer to Te Kāhui Māngai – Directory of Iwi and Māori Organisations.

Iwi authorities and Treaty settlement entities

Detail all consultation undertaken with Iwi authorities whose area of interest includes the area in which the project will occur:

Iwi authority	Consultation undertaken
No details	

Detail all consultation undertaken with Treaty settlement entities whose area of interest includes the area in which the project will occur:

Treaty settlement entity	Consultation undertaken
Ngāti Paoa Trust Board	<p>The application site sits upon part of Ngā Wharau a Tako, being a site of significance to mana whenua as recognised by the AUP. Auckland Council has advised that the site is of relevance to Ngāti Paoa, who have actively engaged with other parties undertaking works within Ngā Wharau a Tako over a number of years.</p> <p>Communication with Ngāti Paoa commenced in mid-late 2020. Ngāti Paoa immediately acknowledged their strong relationship with Ngāti Whātua Orākei and their role in the city centre locality and requested that the Project engage with both iwi collectively.</p> <p>Since that time, the design team has been engaging with Ngāti Paoa and Ngāti Whātua Orākei, who have each confirmed their support for the Project and that no CVA or CIA is required given their extent of knowledge on the city centre generally and Te Wharau a Tako specifically, and their ongoing involvement in the design process.</p> <p>Four hui have been held to date, focussing on establishing a strong relationship with Ngāti Paoa and Ngāti Whātua Orākei, both of whom shared stories and values of importance to them. Each iwi has appointed artists to support the Project through establishment of a cultural narrative and in giving life to that narrative through design. A cultural narrative is in development to support the Project, exploring the Maori creation history of Rangiūi (sky father) and Papatūānuku (earth mother) who were separated by their son Tānemahuta (atua of forests) to create Te Aomārama (the world of light). Opportunities are being identified and explored with the mana whenua artists to represent this story through appropriate imagery and use of symbolic patterning into the detailed texture and skin of the development.</p> <p>ICD is committed to continuing with the artist involvement and ongoing engagement with mana whenua.</p>
Ngāti Whātua Orākei	<p>The application site sits upon part of Ngā Wharau a Tako, being a site of significance to mana whenua as recognised by the AUP. Auckland Council has advised that the site is of relevance to Ngāti Paoa, who have actively engaged with other parties undertaking works within Ngā Wharau a Tako over a number of years.</p> <p>Communication with Ngāti Paoa commenced in mid-late 2020. Ngāti Paoa immediately acknowledged their strong relationship with Ngāti Whātua Orākei and their role in the city centre locality and requested that the Project engage with both iwi collectively.</p> <p>Since that time, the design team has been engaging with Ngāti Paoa and Ngāti Whātua Orākei, who have each confirmed their support for the Project and that</p>

	<p>no CVA or CIA is required given their extent of knowledge on the city centre generally and Te Wharau a Tako specifically, and their ongoing involvement in the design process.</p> <p>Four hui have been held to date, focussing on establishing a strong relationship with Ngāti Paoa and Ngāti Whātua Orākei, both of whom shared stories and values of importance to them. Each iwi has appointed artists to support the Project through establishment of a cultural narrative and in giving life to that narrative through design. A cultural narrative is in development to support the Project; exploring the Maori creation history of Ranginui (sky father) and Papatūānuku (earth mother) who were separated by their son Tānemahuta (atua of forests) to create Te Aomārama (the world of light). Opportunities are being identified and explored with the mana whenua artists to represent this story through appropriate imagery and use of symbolic patterning into the detailed texture and skin of the development.</p> <p>ICD is committed to continuing with the artist involvement and ongoing engagement with mana whenua.</p>
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Treaty settlements

Treaty settlements that apply to the geographical location of the project, and a summary of the relevant principles and provisions in those settlements, including any statutory acknowledgement areas:

Section 18(3)(b) of the Act details that the project **must not include** an activity that will occur on land returned under a Treaty settlement where that activity has not been agreed to in writing by the relevant land owner.

The Project does not involve any land relevant to the provisions of any Treaty settlement.

Part VI: Marine and Coastal Area (Takutai Moana) Act 2011

Customary marine title areas

Customary marine title areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(c) of the Act details that the project **must not include** an activity that will occur in a customary marine title area where that activity has not been agreed to in writing by the holder of the relevant customary marine title order.

The Project does not include any activity that will occur in a customary marine title area.

Protected customary rights areas

Protected customary rights areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(d) of the Act details that the project **must not include** an activity that will occur in a protected customary rights area and have a more than minor adverse effect on the exercise of the protected customary right, where that activity has not been agreed to in writing by the holder of the relevant protected customary rights recognition order.

The Project does not include any activity that will occur in a protected customary rights area or have more than minor effects on the exercise of a protected customary right.

Part VII: Adverse effects

Description of the anticipated and known adverse effects of the project on the environment, including greenhouse gas emissions:

In considering whether a project will help to achieve the purpose of the Act, the Minister may have regard to, under Section 19(e) of the Act, whether there is potential for the project to have significant adverse environmental effects. Please provide details on both the nature and scale of the anticipated and known adverse effects, noting that Section 20(2)(b) of the Act specifies that the application need only provide a general level of detail.

Nature and scale of anticipated and known adverse effects

ICD was initially attracted to the site for a large residential development as they recognised its potential to be a catalyst for change to the urban condition at street level and then to support growth and improvement of the surrounding street environments. ICD's aim is to create a destination that maximises the opportunities afforded by the Site's proximity to the CRL. The street and the skyline have been the primary focus for the designers in achieving an inspiring and enduring place for Auckland.

This project broadly comprises the demolition of an existing building on the site and the construction of a new 55-level residential tower with a single level basement. At a basic level, this is a common occurrence within Auckland, with a number of large developments currently underway or recently completed along the Albert Street ridgeline and the waterfront. The site is an appropriate location for a tall residential tower, being within the 'special height area' that allows for development to between 320m & 370m in height, and within a short walk of a variety of key working, retail, entertainment, socialising, education and recreational facilities. It is also, importantly, just 120m from a future portal into the CRL's primary station.

Overall, the project will give rise to temporary adverse effects associated with demolition and construction activities, including noise and vibration, traffic movements, earthworks, groundwater diversion, contamination remediation. These are all common occurrences within the Auckland city centre and are able to be appropriately managed through standard industry best-practice measures.

The longer-term effects relate to the provision of 350+ dwellings, the design and function of the building and its relationship to the locality. These are largely positive. The podium and ground level design, activation and interface with the Federal and Kingston Street frontages will generate significant outcomes for streetscape amenity and vitality, while the tower position provides sufficient setback to differentiate it from the podium and to mitigate potential adverse wind effects on the adjoining public realm. It also ensures good levels of outlook and sunlight access are retained to buildings to the south.

Additionally, and key to the approach under the Act are the economic benefits that can be attributed to streamlining the consenting process for this development. As detailed within the Economic Report prepared by Market Economics, obtaining consent under the FTCA would generate significant economic benefits to the New Zealand economy in terms of 'value added' and through job creation.

Our assessment of adverse effects relies upon the following specialist inputs, some of which are attached to this application and that others of which can be made available upon request:

- Architectural pack, prepared by Woods Bagot and Peddle Thorp (attached)
- Economic Report, prepared by Market Economics (attached)
- ICD Developers' Report (attached)
- Partnering Statement, prepared by ICON
- Landscape Visual Assessment (LVA), prepared by Isthmus (attached)
- Urban Design Statement, prepared by Graeme Scott and Julie Stout
- Wind Tunnel Report and letter, prepared by MEL Consultants
- Transport Assessment, prepared by Flow
- Acoustic Report, prepared by Norman Disney Young
- Infrastructure Report, prepared by WSP
- Preliminary Site Investigation (PSI), prepared by WSP
- Geotech Desktop Study and Memo, prepared by WSP

- Draft Waste Management Plan (WMP), prepared by Rubbish Direct
- Construction Staging, prepared by ICON

Overall, we consider that there are no significant adverse effects associated with the proposal. The majority of adverse effects are able to be mitigated to an appropriate level by relatively standard conditions of consent, while the building design and function contributes positively to the locality. There will be significant positive effects associated with the economic benefit of the development to Auckland in particular and New Zealand more broadly.

In summary:

Economic effects

The significant economic benefits associated with consenting the project under the FTCA are summarised elsewhere in this application and fully detailed in the Economic Report by Market Economics

Character and amenity effects

Both Federal and Kingston Streets currently have poor streetscape amenity, with roughly two-thirds of frontages inactive (including the two frontages of the Site) and buildings fronting both streets generally lacking in architectural quality.

The potential of this area has long been identified by Auckland Council, who are progressively implementing the upgrade of Federal Street and its intersections to high amenity shared spaces, as is the case in the block immediately to the south through the Sky City development area. The upgrade of the area adjoining the Site has been delayed through budget reallocation following the Covid-19 pandemic but forms a key part of the Council's ambitions for maximising the potential of the CRL project as a catalyst for positive change in the city centre. ICD is actively working with the Council to determine if it is possible to bring the Federal Street Upgrade forward.

The podium is a bronze colour, highly articulated with balconies and operable windows to the residences within, resulting in a highly articulated and active façade. The ground floor 'marketplace' will have a generous 8.7m floor-to-floor height, creating a generous street frontage. A sculptural timber ceiling and rear wall within the marketplace would become a distinctive element and part of the streetscape given the extent of glazing, ground floor height, and that the same material is to be carried through into the street canopy.

The tower will be slender and clad with a faceted glass skin that will emphasise lightness and increasing vertical proportions towards the top (delivering the impression of the tower growing up towards the sky). The slender tower form and quality building design will deliver an attractive and recognisable contribution to the Auckland skyline. The combination of podium and canopy are confirmed as being sufficient to ensure an appropriate wind environment is maintained within the pedestrian environment adjoining the site.

The proposal will rejuvenate what is currently a somewhat blighted corner of the city and will generate significant benefits for the streetscape and amenity values of the locality. Mana whenua design input will add a further layer of articulation and meaning.

Potential dominance, privacy and shading effects

The proposed tower is 183m and sits well below the height limit for the Site. The design infringes the maximum total gross floor area (MTGAR) for the site, the tower setback requirement and the outlook standard from a number of proposed dwellings. Such infringements have the potential to give rise to adverse dominance, privacy and shading effects on neighbours and nearby sites as well as public land such as the adjoining streets. These are considered below.

The proposed podium is compliant with all key bulk and location requirements of the AUP and has been assessed above as contributing significantly to the character and amenity of the streetscape adjoining the site. That context is important as it confirms that any potential dominance effects would relate only to the tower and not the podium.

The tower position does not achieve the required 6m minimum setback from the Federal and Kingston Street boundaries and a part of the western boundary, with infringements of between 2.3m to 3m proposed. The purpose of the standard is to ensure buildings are slender and not overly bulky; provide adequate sunlight to streets; provide a consistent human-scaled edge to streets; provide sunlight and outlook around buildings; enable views through the city centre; and mitigate adverse wind effects. Taken as a whole we consider that the proposal achieves the purpose. The tower is slender and sits comfortably atop a tall podium; the height of which combined with the proposed setbacks sufficient to visually separate the two building elements. The differing architectural treatment between the podium and tower is successful in further supporting the concept of separation when viewed from the adjoining streets. The podium is a bronze colour, highly articulated with balconies and operable windows to the residences within, while the darker and simpler tower form (albeit still articulated and visually interesting) forms a simpler element.

In his LVA, Gavin Lister notes that it is aesthetically preferable to have the consistent setback on both street frontages so that the podium and tower address the intersection symmetrically, that the tower location on the podium is biased away from the property to the south (for outlook and sunlight), and that maximum separation from the Sky Tower is achieved (contributing to views through the city and overall skyline). Separation to the building to the south is a key reason for the position of the tower. The Sky Tower will remain the dominant element with its benchmark ring and spire above the proposed tower.

The purpose of the outlook standard is to ensure reasonable visual and acoustic privacy between dwellings and to encourage habitable rooms to be oriented to the front or rear of the site (rather than to side boundaries). All of the apartments in the podium and more than half of all apartments within the tower enjoy compliant outlook over Federal or Kingston Streets. Those tower units facing south will be 13m from the adjoining property (77-85 Victoria Street West), which provides for reasonable privacy, noting that outlook from the tower will be over the top of that building. An outlook of 6m is provided to the west, which is compliant for bedrooms but an infringement of 14m for living rooms. Any privacy effects will be potential rather than actual where they face across 60 Hobson Street, which is subject to a restricted covenant that limits the future development potential of that land to very low levels.

The AUP objectives and policies identify the focus of shading effects as being those to public land (open spaces, streets, etc). To inform the shading analysis undertaken by Woods Bagot a range of development scenarios for 'compliant' development have been developed, including a tall residential tower and a wide commercial tower. Both comply with the key bulk and location indicators including height, MTFAR, min / max podium heights and tower setbacks.

The results of the shading studies show relatively minor additional overshadowing to the public domain across both the solstices and equinoxes, due primarily to the shadowing already provided by the surrounding existing development. The majority of additional overshadowing is focused to Victoria Street West, and Federal Street south of the site during the equinox. Shadows move throughout the day, with the study detailing the shade at a point in time. Overall, the proposed development sits comfortably in the local and broader city context. Infringements to technical standards have been well managed through the design response and do not result in any significant adverse effects on adjoining property owners or public land.

Cultural effects

The Site is scheduled as a place of significance to mana whenua. It was the location of Te Wharau a Tako, a ridgeline kāinga that was connected by a path, Te Tarapounamu, with the Wai Horotiu Stream valley (Queen Street Valley). The design team has been engaging with Ngāti Paoa and Ngāti Whātua Orākei, who have each confirmed their support for the Project and that no CVA or CIA is required given the extent of knowledge on the city centre generally and Te Wharau a Tako specifically, and their ongoing involvement in the design process.

Each iwi has appointed artists to support the Project through establishment of a cultural narrative and in giving life to that narrative through design. A cultural narrative is in development, as detailed in Part V of this application. ICD are committed to continuing with the artist involvement and ongoing engagement with mana whenua.

In addition to the design input by iwi, cultural monitoring of earthworks and implementation of Accidental Discovery Protocol are proposed.

Only mana whenua can confirm the extent to which a proposal may impact cultural values. On the basis of the engagement undertaken with Ngāti Paoa and Ngāti Whātua Orākei, and their active and ongoing involvement in the detailed design phase for this development, we believe that no significant adverse cultural effects will result.

Noise and vibration effects

The AUP acknowledges the necessity of enabling construction and that noise and vibration limits cannot always be achieved, and seeks that the duration, frequency and timing of works is controlled to manage adverse effects. NDY has predicted that certain activities throughout the demolition and construction works will infringe the relevant standards within the city centre. The demolition of an existing building and construction of a proposed building does not present any unique or out of the ordinary challenges, being entirely consistent with many other such projects within the Auckland CBD.

ICD proposes to prepare a Construction Noise and Vibration Management Plan (CNVMP) to set out the methodologies proposed for the site works, noise and vibration levels from the critical activities, and methods of achieving compliance with the agreed construction and vibration limits. Where compliance with AUP standards is not achievable, the CNVMP shall implement the Best Practicable Option. Accordingly, any adverse effects associated with

the proposed demolition and construction works will be temporary and appropriately managed by standard conditions of consent.

Transport effects

Three infringements of the applicable AUP standards have been identified relating to an under supply of bicycle parking, the provision of fewer than required on site loading spaces, and the internal width of the vehicle accessway. Flow has undertaken a specialist review of the proposed transport arrangements and has concluded "...that the Proposal will result in no noticeable adverse effects relating to the function, capacity, and safety of the surrounding transport network". The rationale for this position is set out in Flow's Transport Assessment. Additionally, there will be significant positive effects associated with the removal of the existing car parking building (427 car parks), and the proposed car parking provision for the Project is less than 0.5 per unit. ICD are committed to maximising the potential of this city centre location (and range of employment, education, entertainment and recreational facilities afforded by that location) with excellent existing and future public transport access to minimise reliance on private vehicles. Over the course of the development period, we will be exploring market acceptance of car-pooling for electric vehicles. Construction traffic generated by the Proposal can be managed by the provision of a Construction Traffic Management Plan (CTMP). A condition of consent can be included that will require the CTMP to be completed and approved by Auckland Transport prior to construction commencing. On this basis and noting that construction traffic is anticipated as part of a construction project, any temporary adverse effects associated with construction traffic will be less than minor.

Erosion and sediment control effects

The potential adverse effects of stormwater runoff from construction / earthwork activities and any required dewatering process are well understood, and there are widely accepted industry practices to minimise erosion and sedimentation impacts on the downstream environment. Such effects will be mitigated through implementation of adequate erosion and sediment control practices that are consistent with Auckland Council GD05 (Erosion & Sediment Control Guide).

Contamination effects

A PSI has identified the presence of HAIL activities that have previously been undertaken on the site. Consent under the AUP and NESCS is required.

Contamination remediation processes are commonplace, and the safe and effective management of those works is well understood. It is proposed that following demolition works and prior to the commencement of digging at the site, a DSI be undertaken. The DSI would then inform the development of a Contaminated Site Management Plan and Remediation Action Plan to be implemented to ensure potential adverse contamination effects are avoided or mitigated. This approach is regularly accepted by Auckland Council. We consider any adverse contamination effects will be appropriately managed and will be less than minor overall.

Infrastructure effects

Pre and post-development stormwater runoff is identical as the site is already 100% impervious. WSP considers the capacity of the receiving stormwater network sufficient for the current and proposed development and for any future development within the contributing catchment. No stormwater treatment is required.

WSP considers the local public network to have capacity for the Project and has submitted their calculations to Watercare Services Limited (WSL) for approval. A capacity issue 300m downstream has been identified by WSL that will ultimately need to be addressed by WSL.

New water supply connections will be provided into the reticulated network. No capacity issues have been identified, and WSP's calculations have been submitted to WSL for approval.

The Project can rely on the existing public networks for stormwater, wastewater and water supply, with only new or replacement connections to those networks needed. No local capacity issues have been identified, and no upgrades are triggered. Overall, any associated adverse effects are considered to be negligible.

Groundwater effects

The proposal includes excavation and construction to accommodate a single storey basement (plus lift pit) to a depth of 10m. WSP has prepared a desktop Geotechnical Report to guide the development approach (design and methodology) and have reviewed the property files for a number of nearby sites where deep excavation has been undertaken.

WSP consider it likely that groundwater is 12m below ground level and is unlikely to be intercepted through the works. They acknowledge the potential for shallower perched groundwater and advise that in this location it is unlikely to include large volumes of water.

Regional consents under the AUP relating to groundwater diversion / dewatering may be required. Physical investigations are being undertaken prior to lodging for resource consent under the FTCA to determine the precise matters to be addressed.

These matters are regularly addressed in the city centre context where basements are proposed. Engineering solutions exist to ensure that works do not adversely impact any adjoining buildings, infrastructure or land. Conditions of consent will be offered relating to pre and post-building condition surveys for adjoining properties. Any adverse effects are manageable and will be less than minor.

Part VIII: National policy statements and national environmental standards

General assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard:

The National Policy Statement on Urban Development (NPS-UD) came into effect in 2020, which is after the date the Auckland Unitary Plan became operative in part (2016). Therefore, the AUP is yet to fully consider and give effect to the NPS-UD. Auckland is a Tier 1 urban environment within the NPS-UD and the City Centre is the area where the most intensive development within Auckland is planned for. The NPS requires that its intensification policies are implemented through plan changes that are notified no later than 20 August 2022.

The proposed development provides for 357 residential units within a substantial development within Auckland's City Centre and which is located 120m (2-3 minute walk) to the Victoria/Albert Street entrance to the Aotea Train Station. This train station is currently under construction and forms an integral part of the CRL. The development also proposes to restrict the number of carparks (158 carparks) in order to promote alternative modes of transport (325 bike parks proposed). This supports the government's decarbonization goals. The site is also scheduled for mana whenua values by Ngāti Paoa and Ngāti Whatua.

In terms of the relevant objectives and policies of the NPS-UD, the proposed development is considered to be complementary to these for the following reasons:

- The design process has involved numerous hui with Ngāti Paoa and Ngāti Whatua representatives and the design principles that support and reflect mana whenua values for this site have been reflected in the design (Objective 5 and Policy 1(a)(ii)). In particular, this site was recognised as a trading location within the reed huts that were historically located on site. The proposed market place reflects this. In addition, Mana Whenua support the notion of the tower extending into the sky and reaching Ranginui, our sky father.
- The development is proposed in close proximity to the Aotea Rail Station which is currently under construction and is adjacent the future Federal Street streetscape upgrade project. Therefore, the development is integrated with infrastructure planning and funding decisions (Objective 6 and Policy 1(c)) and supports reductions in greenhouse gases while ensuring it is resilient to current and future effects of climate change (Objective 8, Policies 1(e) and (f), Policy 5(a)). This is because a reduced number of carparks are provided and a significant number of bike parks (Policy 11). Additionally, the development is located on a ridgeline where coastal inundation and storm surge effects are avoided.
- While Policy 3(a) is acknowledged as a policy that Council must consider in implementing the NPS, it is considered that the proposed development maximises as much as possible the development capacity of the site to maximise the benefits of intensification.

The only other relevant national planning document is the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS). A Preliminary Site Investigation undertaken by WSP and the proposed development will require a Discretionary Activity resource consent under this NESCS (Regulation 11) as several HAIL activities are identified on site and a Detailed Site Investigation has not been undertaken. However, it is considered that the proposed development can satisfy the requirements of the NESCS as any contaminated soil will be removed to an approved landfill where it is not appropriate to remain in situ.

No other national policy statement or national environmental standards are considered relevant to this development.

Part IX: Purpose of the Act

Your application must be supported by an explanation how the project will help achieve the purpose of the Act, that is to “urgently promote employment to support New Zealand’s recovery from the economic and social impacts of COVID-19 and to support the certainty of ongoing investment across New Zealand, while continuing to promote the sustainable management of natural and physical resources”.

In considering whether the project will help to achieve the purpose of the Act, the Minister may have regard to the specific matters referred to below, and any other matter that the Minister considers relevant.

Project’s economic benefits and costs for people or industries affected by COVID-19:

Market Economics have undertaken an extensive analysis of the economic benefits including employment opportunities that are generated by this development. This report is attached to this application. The analysis considered both direct and indirect impacts in order to understand the economic effects of the proposed development. These are summarised below:

Direct Impacts – Value Added The Economic Assessment states that the cumulative direct value added is projected to be approximately s 9(2)(b)(ii) based on the project being completed by 2025. If the results are broken down annually the following is noted:

- By the end of 2022, the Fast-tracked development could have directly created s 9(2)(b)(ii) in value added across a range of sectors (but dominated by construction related sectors).
- By the end of 2023, total value added would increase to nearly s 9(2)(b)(ii).
- By the end of 2023, total value added would increase to nearly s 9(2)(b)(ii).
- In the years when construction occurs (2022 -2025), the development as proposed would create an estimated s 9(2)(b)(ii) value added per year, if approved by Fast Track consent.

Direct Impacts – Employment The Economic Assessment notes the following:

- By the end of 2022, the Fast-tracked development could have directly sustained a cumulative total of around 260 job years across a range of sectors.
- By the end of 2023, this cumulative total could increase to around 590 job years sustained.
- By the end of 2025 the cumulative total increasing by nearly 80 job years sustained until completion.
- In total the development proposed could sustain a cumulative total of around 1160 job years by completion in 2025 if approved by Fast Track consent. This equates to 1,160 FTE’s working for one year.

Indirect Impacts In terms of indirect impacts, the fast track development pathway generates approximately s 9(2)(b)(ii) more value added (GDP) than the standard resource consent approach would. However, there is no difference in employment impacts between the two scenarios.

- *Summary of Fast Track Benefits* The development of 65-71 Federal Street, from civil engineering and site preparation work leading to the sale of apartments and through to construction, is estimated to directly sustain an employment equivalent to 1,160 job years within the Auckland economy, in other words the employment equivalent to 1,160 FTE’s working for one year. In addition to that, it will indirectly sustain considerable local jobs across the supply chain in a range of sectors. A Fast Track consent will mean that construction related employment can begin sooner and during a period when it will deliver the most value to local construction businesses facing a projected downturn of growth in an uncertain economic climate. This will allow them to employ more people across Auckland – potentially offsetting some of the employment downturn faced by sectors adversely impacted by COVID-19 (in particular in the Tourism sector).

A Fast Track consent is estimated to bring the peak of the project’s activity forward by an estimated 15 months.

Project’s effects on the social and cultural wellbeing of current and future generations:

This development will offer a significant increase in the housing supply in the immediate locality, which will meet the social needs of some of the community and contribute to the wellbeing of current and future generations of people wishing to live in the City Centre. The development will include a variety of apartment typologies including 1-bedroom (66 units), 2-bedroom (220 units), 3-bedroom (67 units) and penthouses (4 units). The differing typologies will ensure

a variety of future occupants and housing choice for the local market as the smaller units will be attractive and viable for parts of the community as they will be more affordable than the larger sized units.

With regard to cultural well-being, several hui have been held with Ngāti Paoa and Ngāti Whatua as referenced in the architectural plan set. The outcomes of the meaningful engagement with Mana Whenua have resulted in a design that reflects the historical trading activities associated with this location and the metaphysical relationship that the tower will have with the land and the sky.

The exceptional architecture of the site will also result in positive social outcomes as the new development will replace an existing utilitarian carpark structure. The active edges at ground level will integrate with the planned streetscape upgrade of Federal Street and result in positive social outcomes for the wider community. The Urban Design Statement also recognises that the proposed development is an opportunity to “energise an underperforming block of Federal Street by generating street activity, and to contribute to the city’s bigger objectives of intensification and high quality design”.

Our preferred contractor, Icon, is committed to integrating ‘broader outcomes’ into their construction deliveries to provide tangible positive benefits for the community. Set out below is an outline of initiatives that are readily achievable for 65 Federal St. This list is not exhaustive, but rather a starting point for discussion and collaboration with the project team and stakeholders.

Supplier Diversity

- Icon has an established partnership with Amotai – a supplier diversity organisation that specialises in connecting Icon to Māori and Pacifica businesses.
- Develop a project specific supplier diversity plan and list of pre-qualified subcontractors and suppliers.
- Provide the identified subcontractors and suppliers opportunities to tender the project and proactively work with them to reduce barriers to participation.

Employment Opportunities

- Commitment of 10 apprentices, cadets and/or trainees engaged on the Project via the subcontractor supply chain.
- 50% being engaged from ‘priority groups’ including but not limited to Māori, Pasifika, women and the long term unemployed.
- Engage specialist support via Icon’s established relationship with CBD Jobs & Skills Hub.
- Implement a project specific Apprenticeship Plan.
- 4 graduates committed to the project via Icon’s established graduate programme.

Health & Wellness Strategy

- Site Accreditation with Mates in Construction
- Participate in annual R U OK day (Australian initiative)

Community Outcomes

- Icon has an established ‘Community 2 Day’ programme whereby staff are given 2 days each year to volunteer in the community.
- Site Walks for relevant architecture and engineering tertiary education classes.
- Development of initiatives for community engagement in the project (ie: “name the cranes” competition, local artist design for site hoardings and fences, promotion of local businesses etc)

Sustainability Management

- Target 80% diversion of waste to landfill.
- Prioritise use of electrically powered plant and equipment from temporary transformers in lieu of diesel generators.

Whether the project would be likely to progress faster by using the processes provided by the Act than would otherwise be the case:

This FTCA application is sought because under the current AUP provisions the application will be publicly notified and there is the prospect that any decision will be appealed to the Environment Court. The FTCA process would result in a consent being granted approximately 15-months earlier than the standard resource consent process under the RMA 1991.

Further, as the applicant is Australian based the FTCA process provides a greater level of certainty at an earlier stage of the consent process prior to investing significant sums of money in the project.

Whether the project may result in a 'public benefit':

Examples of a public benefit as included in Section 19(d) of the Act are included below as prompts only.

Employment/job creation:

The Economic Assessment notes the following:

- By the end of 2022, the Fast-tracked development could have directly sustained a cumulative total of around 260 job years across a range of sectors.
- By the end of 2023, this cumulative total could increase to around 590 job years sustained.
- By the end of 2025 the cumulative total increasing by nearly 80 job years sustained until completion.

In total the development proposed could sustain a cumulative total of around 1160 job years by completion in 2025 if approved by Fast Track consent. This equates to 1,160 FTE's working for one year. The Fast-track scenario is also projected to indirectly contribute to sustaining the equivalent of 2,660 job years or 2,660 FTE workers working for one year, once the indirect and induced effects are added. While all the direct impacts are assumed to occur in the Auckland region, the indirect impact of the proposed development will have effects that extend to other parts of the North Island and throughout New Zealand.

Housing supply:

The development will result in 357 additional apartments within the City Centre. This development will offer a significant increase in the housing supply in the immediate locality, which will meet the needs of some of the community and will provide accommodation opportunities to current and future generations of people wishing to live in the City Centre. The development will include a variety of apartment typologies including 1-bedroom (66 units), 2-bedroom (220 units), 3-bedroom (67 units) and penthouses (4 units). The differing typologies will ensure a variety of future occupants and housing choice for the local market as the smaller units will be attractive and viable for parts of the community as they will be more affordable than the larger sized units.

The Market Economics report confirms that the proposed development of 65-71 Federal Street can deliver 357 apartments within Central Auckland by 2025 pending approval of a Fast-track consent. The development creates additional capacity for residential dwellings that will more effectively help meet demand in the Auckland central urban area. Higher density residential apartments translate to lower priced units (all else being equal) and subsequently lower housing costs.

Contributing to well-functioning urban environments:

The proposal will result in the replacement of an existing multi-level carpark with a mixed use tower development of exceptional architectural quality. The existing carpark is a utilitarian structure which results in a harsh edge to the street. As noted in the urban design statement the proposal has the potential to energise this currently underperforming block of Federal Street by generating street activity, and to contribute to the city's bigger objectives of intensification and high quality design. The proposal also has the potential to act as a catalyst for activation of the street and transformation of the wider streetscape. In this regard, Auckland Transport is currently planning a significant street upgrade of Federal Street to a high quality shared space (similar to the recently upgraded southern portion of Federal Street (Victoria Street to Wellesley Street)). This development may result in the planned streetscape upgrade outside the development site being brought forward to coincide with this development.

The Landscape and Visual Assessment states that the proposed ground floor market place and upper podium and tower floors will result in activation, texture, depth and rhythm and an overall bronze colour. The assessment considers that the proposal will contribute positively to immediate streetscape and broader cityscape skyline. The proposed development in this location will also support existing commercial, food and beverage, recreational and visitor activities within the nearby vicinity.

The high-density outcome proposed as part of this development will result in a concentration of residential units in close proximity (120m) to the Victoria Street entrance to the Aotea train station which is currently under construction. This will provide a significant public transport hub within a 2-3 minute walk from the development. In addition, the

site is in close proximity to frequent bus routes (Victoria Street, Hobson Street and Albert Street) and is on the City Centre cycle network (Federal Street). The combination of transport options other than private vehicles will ensure the proposal is complementary to the government's decarbonization goals and contributes to a well-functioning urban environment.

Providing infrastructure to improve economic, employment, and environmental outcomes, and increase productivity:

While the proposal itself is not an infrastructure project, the development can be efficiently serviced in terms of water supply, stormwater, wastewater, electricity, gas and telecommunications based on the existing networks that are available within the City Centre. While there may be a need for some localized upgrading, this can be done without significant trunk or mains upgrading. Therefore, the proposal also achieves high levels of infrastructure efficiency. The key reasons for this are as follows:

First, the development represents the redevelopment of a brownfield site in the heart of the CBD. Accordingly, it does not require the expensive extension of infrastructure trunk networks to service the site.

Second, the very high-density nature of the apartment development means that peak (summer) water demand will be lower than an average household due to the absence of significant outdoor water demand. This is important, because water use peaks in summer as people use it outdoors for irrigation, car washing, refilling swimming pools, and so on. That peak use, in turn, defines the infrastructure capacity required to service each area. Accordingly, by avoiding (or minimising) outdoor water use during summer, development will reduce the peak infrastructure capacity required locally, and create efficiencies in the underlying infrastructure networks.

Third, apartments also minimise the creation of additional impervious surface area (ISA), which helps reduce stormwater flows and hence the infrastructure required to manage them. For example, a multi-storey development creates the same ISA as a 1-storey development with the same ground-floor footprint. As a result, its stormwater infrastructure demands are significantly less than other urban forms of housing.

Thus, overall, the proposed development will enable high levels of both land and infrastructure efficiency to be achieved.

Improving environmental outcomes for coastal or freshwater quality, air quality, or indigenous biodiversity:

This application has no adverse environmental impact on the coastal environment, freshwater quality, air quality or indigenous biodiversity. While stormwater from the site will enter the City Centre's reticulated stormwater network, the stormwater is treated prior to entering the coastal environment. In conjunction with the street upgrade process there are further opportunities to treat stormwater prior to entering the reticulated network. This will be investigated as part of the developed design and consultation process.

Additionally, in terms of air quality, the proposal improves this outcome through the reduction of carpark numbers, a significant supply of bike parks and close proximity to a train station, frequent bus network and cycle network. These initiatives and benefits support the government's decarbonization goals.

Minimising waste:

The proposal will include a comprehensive waste management system whereby waste will be separated into general waste, recycling and food waste. The applicant will develop a Waste Management Plan for the development which will also include a minimisation plan. The plan will calculate the waste envisaged from the development based on activity types and numbers of bedrooms per unit.

Further, as part of the construction process it is proposed to minimise waste by diverting 80% of waste away from landfill to be used for other purposes. It is also proposed to prioritise the use of electrically powered plant and equipment from temporary transformers in lieu of diesel generators.

Contributing to New Zealand's efforts to mitigate climate change and transition more quickly to a low-emissions economy (in terms of reducing New Zealand's net emissions of greenhouse gases):

As vehicle emissions are one of NZ's largest source of carbon emissions, it is considered important to promote modes of transport other than private vehicles. This has two fold benefit of reducing emissions and also reducing congestion.

on City Centre streets. This in turn frees up road space for public transport, cyclists and pedestrians. In support of this, the transport assessment by Flow confirms:

“The Proposal has excellent access to the existing and proposed public transport and cycling networks in the city centre, and there is a wide range of services and amenity available within a walkable catchment. This will encourage the use of these travel modes over private vehicle travel.”

“The Proposal will result in less vehicle traffic compared the existing land use on the site and will therefore result in negligible vehicle traffic effects on the surrounding road network.”

The proposal includes 158 carparks and 325 bike parks and is within 120m of the Aotea rail station and bus routes and is adjacent the City Centre cycle network. Given these elements, it is considered the proposed development will result in lower carbon emissions than a standard development would.

In addition, the new building will be efficient to heat given current construction methodologies and efficient materials. Thermal comfort will be optimised during design through software analysis or modelling to minimise the effects of high solar gains and high heat losses. For example, study the effects of reaching a good balance of high performance glazing systems with insulated spandrels. Energy efficient heating and cooling systems will be employed, for instance:

- The mechanical space heating and cooling system serving the apartments comprises a centralised closed water energy loop system with on floor reverse cycle heat pumps. The energy loop and heat pump system benefits heat recovery between opposing aspects of the building resulting in low energy use. Heat pump systems will incorporate new refrigerants as HFC's phase out under the Kigali amendment of the Montreal Protocol.
- Mechanical ventilation systems will comprise heat recovery of bathroom extract air with incoming outside air.
- Domestic hot water systems recognise net zero carbon neutral aspirations; hot water production shall be via electrical three phase instantaneous or heat pump as opposed to gas fired.
- The Market Place shall be predominantly naturally ventilated space with localised systems to offset peak summer and winter conditions for occupant comfort.
- All central systems shall be controlled and monitored via a central Building Management System allowing ongoing tuning and optimisation of plant.

Low energy LED lighting will be used throughout. Water efficiency will be improved by using sanitary fixtures following WELS rating standards.

Promoting the protection of historic heritage:

There are no items of historic heritage that are affected by this proposal. However, in terms of the site being scheduled as a Mana Whenua Place of Significance, the proposal reflects and enhances the values for which the site is recognised for. This is outlined in detail in Part VIII of this application.

Additionally, the proposal seeks to utilise Historic Heritage Bonus Floor Area. This will be purchased off another land owner within the City Centre. The AUP identifies this as compensation to the owner of the heritage building for the ongoing protection, continued use and refurbishment of the heritage building that generated the bonus floor area.

Strengthening environmental, economic, and social resilience, in terms of managing the risks from natural hazards and the effects of climate change:

The key natural hazard that the proposed development may be subject to is land instability. As a result, a geotechnical report has been commissioned. This report confirms that subject to standard construction design and methodologies that the proposed development will be acceptable from a geotechnical perspective.

In terms of wind, the proposed development has been subject to wind tunnel testing and has been found to be compliant with the AUP wind standard with the inclusion of the podium and street verandahs.

The site is not subject to flood, coastal inundation, tsunami or storm surge hazard risk.

Other public benefit:

N/A

Whether there is potential for the project to have significant adverse environmental effects:

Having undertaken a detailed assessment of effects, it is considered that the proposal will not result in significant adverse effects (as outlined in the assessment under Part VII). The proposal will not result significant greenhouse emissions as it involves a multi-level tower constructed over a single site constructed to achieve green star ratings for energy efficiency. Further, the development results in a reduction in carpark numbers, a significant number of bike parks and is in close proximity to a train station. All these factors will reduce greenhouse gas emissions.

Part X: Climate change and natural hazards

Description of whether and how the project would be affected by climate change and natural hazards:

The key natural hazard that the proposed development may be subject to is land instability. As a result, a geotechnical report has been commissioned. This report confirms that subject to standard construction design and methodologies that the proposed development will be acceptable from a geotechnical perspective.

In terms of wind, the proposed development has been subject to wind tunnel testing and has been found to be compliant with the AUP wind standard with the inclusion of the podium and street verandahs.

The site is not subject to flood, coastal inundation, tsunami or storm surge hazard risk.

With regard to climate change, the proposal helps give effect to the strategy of a 'quality, compact urban form' as defined in the Auckland Plan 2050 and the development maximises efficient use of land. As noted in other sections of this application form the proposal includes 158 carparks and 325 bike parks and is within 120m of the Aotea rail station and bus routes and is adjacent the City Centre cycle network. The site is within walking distance of the central city's variety of working, shopping, entertainment, socialising, education, and recreation facilities. Given these elements, it is considered the proposed development will result in lower carbon emissions than a standard development would and therefore would have a positive effect on carbon emissions and support the governments decarbonization goals.

Part XI: Track record

A summary of all compliance and/or enforcement actions taken against the applicant by a local authority under the Resource Management Act 1991, and the outcome of those actions:

Local authority	Compliance/Enforcement Action and Outcome
Auckland Council	There are no past or present compliance matters or enforcement actions taken against the applicant by Auckland Council under the Resource Management Act 1991.

Part XII: Declaration

I acknowledge that a summary of this application will be made publicly available on the Ministry for the Environment website and that the full application will be released if requested.

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Ross Cooper

26/08/2021

Signature of person or entity making the request

Date

Important notes:

- Please note that this application form, including your name and contact details and all supporting documents, submitted to the Minister for the Environment and/or Minister of Conservation and the Ministry for the Environment, will be publicly released. Please clearly highlight any content on this application form and in supporting documents that is commercially or otherwise sensitive in nature, and to which you specifically object to the release.
- Please ensure all sections, where relevant, of the application form are completed as failure to provide the required details may result in your application being declined.
- Further information may be requested at any time before a decision is made on the application.
- Please note that if the Minister for the Environment and/or Minister of Conservation accepts your application for referral to an expert consenting panel, you will then need to lodge a consent application and/or notice of requirement for a designation (or to alter a designation) in the approved form with the Environmental Protection Authority. The application will need to contain the information set out in Schedule 6, clauses 9-13 of the Act.
- Information presented to the Minister for the Environment and/or Minister of Conservation and shared with other Ministers, local authorities and the Environmental Protection Authority under the Act (including officials at government departments and agencies) is subject to disclosure under the Official Information Act 1982 (OIA) or the Local Government Official Information and Meetings Act 1987 (LGOIMA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA and LGOIMA although the grounds for withholding must always be balanced against considerations of public interest that may justify release. Although the Ministry for the Environment does not give any guarantees as to whether information can be withheld under the OIA, it may be helpful to discuss OIA issues with the Ministry for the Environment in advance if information provided with an application is commercially sensitive or release would, for instance, disclose a trade secret or other confidential information. Further information on the OIA and LGOIMA is available at www.ombudsman.parliament.nz.

Checklist

Where relevant to your application, please provide a copy of the following information.

No	Correspondence from the registered legal land owner(s)
No	Correspondence from persons or parties you consider are likely to be affected by the project
No	Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
No	Written agreement from the holder of the relevant customary marine title order where the project includes an activity that will occur in a customary marine title area.
No	Written agreement from the holder of the relevant protected customary marine rights recognition order where the project includes an activity that will occur in a protected customary rights area.