Ambury Properties Limited

NZ Comfort Group – Ohinewai Foam Factory

ASSESSMENT OF ENVIRONMENTAL EFFECTS REPORT

TO SUPPORT AN APPLICATION UNDER THE COVID-19 RECOVERY FAST TRACK CONSENTING ACT

BLOXAM BURNETT & OLLIVER

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Project identification	
Client	Ambury Properties Limited
Client representative	David Gaze
BBO details	Bloxam Burnett & Olliver (BBO) Level 4, 18 London Street, Hamilton 3240
BBO representative	Stuart Penfold
BBO rep. contact details	s 9(2)(a) s 9(2)(a)
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Table of contents

1. Introduction

This report has been prepared on behalf of Ambury Properties Limited (APL/the Applicant) in support of an application to the Minister for the Environment for a Referral to an expert consenting panel via the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act).

The project proposed by APL includes the construction and operation of Stages 1 and 2 of the Ohinewai Sleepyhead Factory (the Factory) and Rail Siding and connection to the North Island Main Trunk Railway (NIMT). The project as a whole is located at 52 Lumsden Road, 88 Lumsden Road and 231 Tahuna Road Ohinewai.

The project includes stages one and two of the Factory which include the foam manufacturing plant, foam store, carpet underlay plant, foam conversion and bean plant. There are five separate buildings included in the complex and the total gross floor area of the factory is approximately 23,710m^2. The factory development also includes temporary site sheds, rainwater re-use water tanks and pump house for water supply and three water tanks for fire-fighting purposes.

Associated with the operation of the factory are the management of hazardous materials and air quality systems to account for air discharges. Stormwater management wetlands are also proposed to manage stormwater flows from the impermeable surfaces and a fire sprinkler runoff pond is integrated into the site layout.

To prepare the site for the construction of the factory and to construct stormwater treatment wetlands and sprinkler runoff infrastructure, earthworks over an area of approximately 27ha. is required. The importation of approximately 380,000m^3 of cleanfill is required and geotechnical remedial works will consist of pre-loading or dynamic compaction. A haul road from Tahuna Road will be established to the site for the heavy vehicles transporting fill so as to avoid large numbers of heavy vehicles on Lumsden Road.

The sections of this report below provide a general level of detail of the project, sufficient to inform the Minister's decision on the Referral. If successful in the Referral, further detail will be provided in the application for resource consent via the expert consenting panel.

2. The Applicant

Ambury Properties Limited (APL) is an associated company of New Zealand Comfort Group Limited (NZCG), the manufacturer of Sleepyhead, Sleepmaker, Serta, Tattersfield and Design Mobel Beds along with Dunlop Foams and Sleepyhead flooring underlay. NZCG also produce a wide range of related products including pillows and mattresses. In addition, they manufacture a wide range of foam products for domestic, industrial and healthcare purposes.

NZCG is a third generation New Zealand owned manufacturing business founded in 1935 and owned by two brothers who pride themselves in New Zealand-based manufacturing. NZCG is dedicated to building and maintaining a highly skilled and robust local manufacturing capability, using locally sourced components wherever possible.

The manufacturing operations are currently based at several locations in Auckland and NZCG (via APL) has been investigating options to consolidate all of their operations onto one site. It has searched extensively in Auckland and the Waikato for a suitable site.

2.1 Wider Development

There are several drivers for NZCG's relocation and consolidation on a single site:

- As a major manufacturer that is importing raw materials and distributing and exporting products, NZCG wishes to be located adjacent to the NIMT as it receives and distributes goods through both Auckland and Tauranga Ports. NZCG has strong exports to China and Australia. Ambury was unable to find any suitable sites adjacent to the NIMT in Auckland.
- The consolidation of all of NZCG's operations onto one site leads to a requirement for a site of 30-35ha. No suitable sites of this size were identified in Auckland.
- The Ohinewai/Huntly area is attractive to NZCG because of the strong local employment base. They are committed to a wide ranging technical training programme covering IT, chemical and mechanical engineering, trades and marketing. They are keen to work with local schools, other educational institutions and Waikato-Tainui to develop the appropriate technical and professional staff skills within the local labour force.

The Applicant has identified a suitable property on the corner of Lumsden Road and Tahuna Road, Ohinewai (Allotment 405, Lots 1 and 2 DPS 29288 and Lots 1-3 474347). This property is currently zoned Rural in both the operative Waikato District Plan (WDP) and Proposed Waikato District Plan (PWDP) and submissions have been made by APL on the PWDP seeking the appropriate zoning for Ambury's wider development plans.

2.2 Waikato District Plan Review

To implement the NZCG vision, they are seeking to establish a wider mix of activities on the wider 178 ha. site. To enable this, submissions to the PWDP have been made seeking to change the zoning from the existing Rural zone applying to the site. The re-zoning submission seeks industrial, commercial and residential zoning to enable a mixed-use development to occur to support the Factory. The submission is following the PWDP review process, which will determine the future zoning of the wider site.

The rezoning proposal has progressed significantly, and a Hearing date has been confirmed as commencing 14 September 2020.

2.3 Importance of progressing the Fast-Track application

APL has decided to progress applications for approvals for the foam factory in parallel with the rezoning process because of the urgent need to construct a new foam factory to replace the current Auckland plants. The current Avondale foam manufacturing plant operates out of leased premises. The plant was installed in 2000 and operates on outdated technology, which is particularly constraining in the ability to reduce wastage and implement other environmental improvements. The small size of the site limits expansion opportunities and the leasehold tenure does not provide a firm basis for long term investment.

The restrictions on storage at the Otahuhu site, which also has a foam factory, means that in addition to producing shorter runs than desirable in a modern plant, no more than 14 blocks of foam can be stored at a time. This restricts production. Essentially both plants are past their 'use by' date and the additional expenditure on maintaining compliance and keeping old sites up to standard is better spent on a new site.

Given the reasonably technical nature of the applications and associated timeframes for processing, it is important that the two processes advance in parallel. If the foam factory approval was lodged after the decision on the rezoning that would be likely to add several months to the development programme and come with significant additional costs of continuing to operate in Auckland.

The fast-track process provides a real opportunity for APL to progress investment in its future operations and to accelerate the construction of associated rail-siding infrastructure. If successful, referral to an expert consenting panel will reduce the length of the consenting process, thus enabling construction to start much sooner (at least 18-24 months) that it would using the normal RMA consenting process.

2.4 MfE application form

As required, the prescribed MfE application form under the Act is included as **Appendix A**. This AEE document expands on and is intended to supplement that application form, as necessary.

3. Project location

The site address of the factory is 88 Lumsden Road, Ohinewai. As part of the bulk earthworks phase of the project, a haul road is proposed to run from Tahuna Road to the site via neighbouring properties 109 Tahuna Road and 52 Lumsden Road.

The site is not part of the Coastal Marine Area.

3.1 Site context

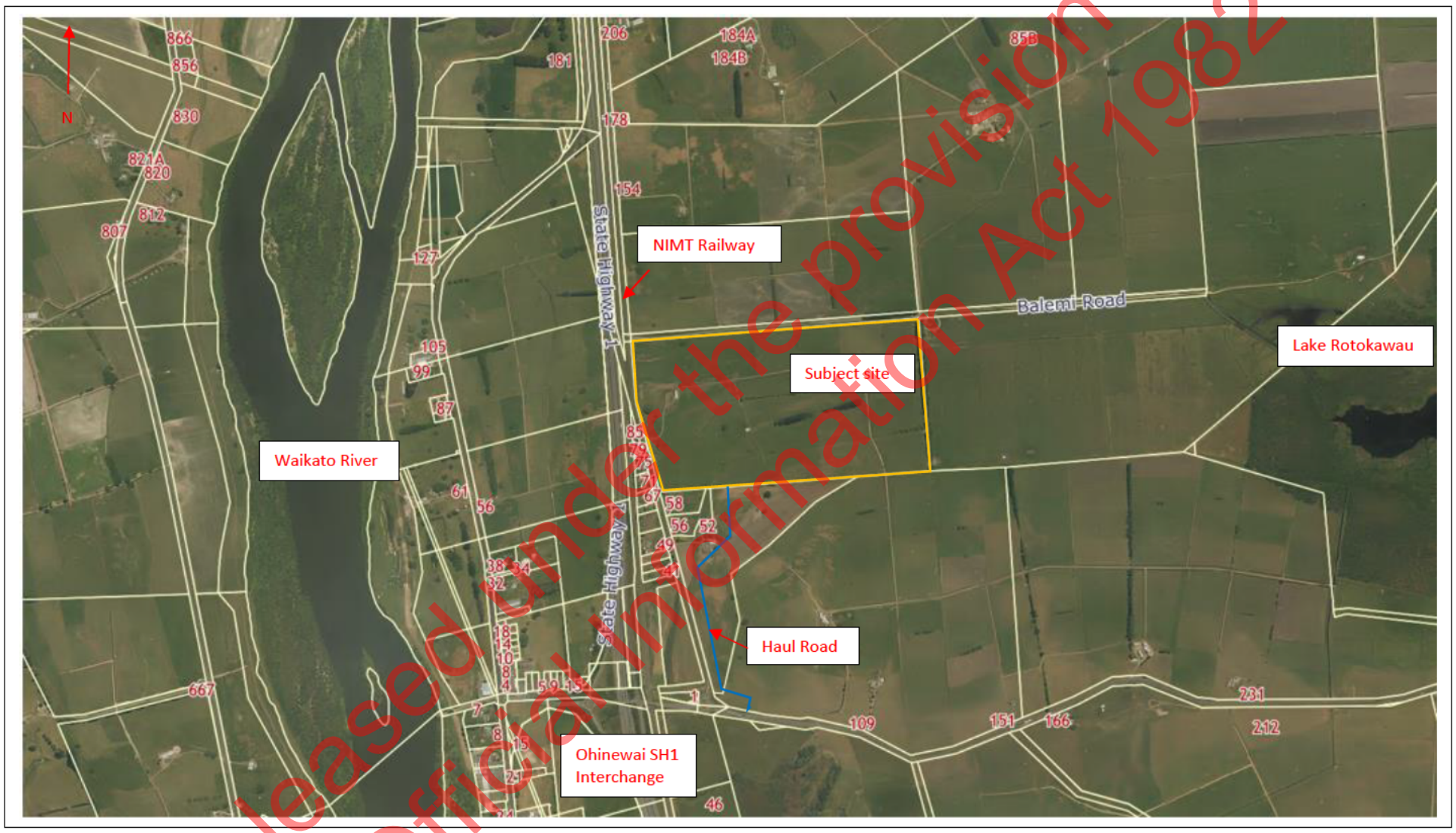
The site is well located within the 'golden triangle' between Auckland, Tauranga and Hamilton. The site is located adjacent to State Highway 1 and a full access interchange. The NIMT is located across from the site and provides the opportunity for the rail siding to connect to the rail network and Auckland and Tauranga Ports.

The site is currently in pasture and is part of a wider dairy farming operation that also includes 109-231 Tahuna Road. However, the subject site for the Factory itself will only occupy what is currently known as 88 Lumsden Road, as outlined in Figure 3.1 overleaf. The site is largely undeveloped apart from site sheds located adjacent to the site entry.

The site is zoned Rural in the WDP and has a Coal Mine Policy Area overlay. The site is zoned Rural under the PWDP, with no overlays or Policy areas noted. As discussed in Section 2.2 above, if APL's rezoning submission to the PWDP is successful, the relevant part of the site will be re-zoned Industrial.

Lumsden Road is a no exit road, with a number of commercial and industrial premises located approximately 2 kilometres to the north. A small number of residential properties are located across from the site on Lumsden Road, directly adjacent to the NIMT. Two rural residential properties are also located to the south of the site, with the wider farm operation beyond that. Beyond the site boundaries and approximately 1km to the east sits reserve land and Lake Rotokawau. The Waikato River is located approximately 1km to the west.

Figure 3.1. Aerial plan of site



3.2 Legal description

The factory site, and haul road includes the following landholdings:

- 88 Lumsden Road, legally described as Allotment 405 Parish of Whangamarino (RT SA42D/983) and is 36.9554 hectares in size more or less. Ownership: Ambury Properties Limited. The site is subject to section 8 of the Mining Act 1971. Rights to mine the land for any minerals are held under SA6A/776 by Dulcie May Collins and William Henry Collins.
- 109 Tahuna Road, legally described as Lot 2 DPS 29288 (RT SA1250/17 & SA26D/299). Owners: Ambury Properties Limited. Rights to mine the land for any minerals are held under SA26D/299 by the Public Trustee.
- 52 Lumsden Road, legally described as Lot 3 DP 474347 (RT 650547) and is 10.872 hectares in size. Ownership: Evans Bailey Trustees 2017 Limited, Bruce Alexander Holmes, Juedi Anne Shirley Holmes.

All relevant titles are attached as **Appendix B**. There is nothing on the titles that precludes development going ahead. Rights to any minerals on the land are being addressed outside of the approvals process via commercial discussions.

3.3 Applicant's legal interest in the land

APL is both the Applicant and the owner of all of the subject land, except for the land to be used for the temporary haul road at 52 Lumsden Road.

There is an existing lease arrangement with the current occupier of the land for farming operations at 88 Lumsden Road and 109-231 Tahuna Road. This lease agreement does not restrict the ability of APL to complete the work that is required for the project.

The Haul Road for the earthworks phase of the project traverses property not owned by the Applicant (52 Lumsden Road). The owner of that property has provided their written approval to the project, including use of 52 Lumsden Road as a haul road.

4. Project details

The Referral is sought for the construction and operation of the Ohinewai Foam Factory (the Factory) at 88 Lumsden Road, Ohinewai. Associated with the factory development is the proposed rail siding that will provide access to the NIMT for the foam factory and also acts as a catalyst for access to the NIMT from existing established businesses north of the site and for the future industrial development within the Ohinewai Structure Plan area.

The works associated with the project are comprised in three parts, preparatory earthworks, factory construction and rail siding construction. Plans of the proposed works and factory are included as **Appendix C.**

4.1 Preparatory earthworks

To prepare the site for the construction of the factory and to construct stormwater treatment wetlands and sprinkler runoff infrastructure, extensive earthworks over an area of approximately 27ha. is required on the site. The importation of approximately 380,000m^3 of cleanfill is required and geotechnical remedial works will consist of pre-loading or dynamic compaction.

In summary, the works include the following:

- Clearing of trees and shrubs and removal of existing farm structures and rubbish.
- To facilitate the ground remediation, approximately 222,000m^3 of cut/ fill earthworks will be undertaken over an area of approximately 27ha.
- To provide for the pre-load of the ground, approximately 120,000m^3 of clean fill importation is also required. Total fill importation is approximately 380,000m^3.
- Three farm drains within the site are required to be diverted as clean water diversion drains.
- Construction of a haul road and associated culverts is proposed for trucks transporting fill to the site from Tahuna Road. This avoids the need for heavy vehicles to enter the site off Lumsden Road and past residential properties.
- Erosion and sediment control measures including sediment retention pond, decants, silt fences, clean water drains, dirty water drains.
- The remediation of a small area of potentially contaminated land.

4.2 Factory construction

There are five separate buildings included in the complex and the total gross floor area of the factory is approximately 23,710m^2. The factory will also include temporary site sheds, associated water tanks and pump house for water supply and fire-fighting purposes.

In summary, the works include the following:

- The construction of Stages 1 and 2 of the Sleepyhead Factory, comprising of 5 buildings and associated plant.
- Building heights range from 8m to 17m.
- Associated with the operation of the foam manufacturing factory is the storage of hazardous materials and the discharge of air from the factory.
- Stormwater management devices including proprietary treatment devices and stormwater wetlands.
- An existing wastewater treatment plant will be utilised for the factory wastewater flows from 50 staff and visitors.
- Water supply is provided via a 800m^3 rainwater re-use tank.

4.3 Rail siding

As part of the factory development, the rail siding will be constructed along the northern extents of the site. The rail siding provides the opportunity to import and export both materials and products from Auckland and Tauranga Ports, via the NIMT.

The rail siding itself, the associated realignment of Lumsden Road and road crossing is currently programmed as part of the overall development to be built in 2026, however may be brought forward to account for Stage 2 factory operations and industrial development planned for 2022/2023 as part of the wider rezoning, if there is sufficient demand to support this.

The rail siding can provide the catalyst for certain commercial and industrial operation establishing in the Ohinewai Structure Plan (OSP) area and also provides the opportunity for established businesses in Ohinewai (Lumsden Road) to access the NIMT. APL has received correspondence from operators in the area that have expressed an interest in accessing the rail siding (**Appendix E**).

In summary the rail siding works include:

- Earthworks to provide for suitable grades for the rail spur, the siding within the site and integration with Balemi Road.
- Re-alignment of Lumsden Road and Balemi Road to provide for acceptable road geometry for speed and safety.
- Construction of the rail line and connection to the NIMT.
- Stormwater infrastructure located at the eastern extent of the works to account for the rail siding apron.

4.4 Construction staging and readiness for commencement

APL has funding in place for the factory and is ready to commence construction on the project as soon as the necessary approvals are in place.

Preliminary design to suit resource consent is completed and earthworks to prepare the site can commence summer 2020/2021 (as early as January 2021 if approvals are obtained). Earthworks and geotechnical remediation works duration for Stage 1 and 2 factory and the rail siding is approximately three earthworks seasons and will be completed in stages. Earthworks for the factory building platforms and associated infrastructure will be completed first.

Building consent for Stages 1 and 2 of the factory is expected to be lodged in late 2020. Factory construction is expected to commence in 2021 and operational by late 2022.

Earthworks for the rail siding will be completed within the three season earthworks period, and the rail siding is currently programmed to be operational in 2026, however can be operational as early as 2023/ 2024 if demand is sufficient from existing development and proposed development within the OSP area.

4.5 Consents & Approvals Required

The proposed activity requires resource consents and discharge permits under the Waikato District Plan and Waikato Regional Plan as set out in the tables below.

Table 4.1: Reasons for consent – Waikato District Plan

Rule	Activity Status	Details
Rule 25.10.2	**Discretionary**	The factory is an Industrial activity in the Rural zone.
Rule 25.15.2	**Discretionary**	The site entrance at Lumsden Road does not comply with the sight distance requirements.
Rule 25.16.2	**Discretionary**	Traffic movements associated with earthworks are likely to exceed 200 vehicle movements per day.
Rule 25.25.2	**Discretionary**	Earthworks on site exceed 1000m^2 in a single calendar year
Rule 25.27.1	**Discretionary**	Earthworks filling greater than 200m^3 in volume and 1m depth.
Rule 25.31.2	**Discretionary**	The factory involves the storage and use of hazardous materials in quantities in excess of those outlined in Appendix H of the WDP.

Rule 25.39.3	**Discretionary**	The proposed signage in the western elevation of the factory exceeds the size set out as Permitted or Restricted Discretionary in the WDP.
Rule 25.49	**Discretionary**	The proposed factory has a maximum of height of 17m. this exceeds the permitted height limit in the Rural Zone of 10m.
Rule 25.51.2	**Discretionary**	The proposed factory covers approximately 6.1% of the total site area and greater than 500m^2.
Rule 25.52.2	**Discretionary**	The proposed factory exceeds the gross floor area limit of 500m^2.

Table 4.2: Reasons for consent –Waikato Regional Plan

Rule	Activity Status	Details
Rule 3.3.4.24	**Discretionary**	The project includes excavations that may encounter groundwater and require pumping of greater than 15m^3 per day.
Rule 3.5.11.4	**Discretionary**	The project includes the discharge of stormwater run off from impermeable surfaces that may not comply with the conditions of Rule 3.5.11.4 at all times.
Rule 5.1.4.13	**Discretionary**	The project includes soil disturbance that may not be able to comply with the Permitted activity standards of Rule 5.1.4.11 and conditions of 5.1.5 at all times.
Rule 5.2.5.5	**Controlled**	The project includes the importation of approximately 380,000m^3 of fills and aggregate to provide for the material needed for pre-loading existing ground.
Rule 6.1.9.2	**Discretionary**	The factory manufactures foam-based products using di-isocyanates at a rate exceeding eight litres per day.

4.6 Other relevant resource management processes

4.6.1 Previous resource consents sought

An application for bulk earthworks over the subject site and factory development was lodged with both the Waikato District Council (WDC) and Waikato Regional Council (WRC) on 20 August 2020. If this present application for referral is successful, that application will be withdrawn.

4.6.2 Waikato District Plan Review and rezoning

As outlined, APL has made a submission to the PWDP, seeking to change the existing rural zoning to a mix of industrial, commercial and residential zoning to enable a mixed use development to occur to support the Factory. That submission has been set down to be heard from 14 September 2020. However by the time a decision is received and the appeal period has elapsed it will be well into the first half of 2021.

4.6.3 Other approvals required

The development does not require additional approvals or legal authorisations (other than contractual) in order for it to commence, including (but not limited to) approvals under the Heritage New Zealand Pouhere Taonga Act 2014 or concessions under the Conservation Act 1987.

To connect to the NIMT, the proposal requires works to be undertaken with the New Zealand Railways Corporation designation. The details of the statutory approvals (if any) required for the tie-in works (e.g., the filing of an outline plan of works) will be confirmed with KiwiRail in advance of construction.

5. Consultation

Extensive consultation has been undertaken by the Applicant with various stakeholders, in particular for the proposed future development (the rezoning) and more recently for the proposed factory and earthworks activity. Meetings have been held over the preceding 12-18 months and will continue as development plans progress and planning processes continue. A summary of the parties consulted with is set out below.

5.1 Waikato Regional Council

Various meetings have been held with WRC representatives to discuss proposed development on the site. Technical discussions have been held with WRC staff around the management of flood risks, the Waikare West Drainage scheme, modelling for stormwater management analysis and the implications on the project.

Most recently, pre-application meetings have been held where preliminary plans were presented and discussed with respect to the most-recent proposed factory and earthworks resource consent lodged on 20 August 2020. WRC officers have also been informed that this application for referral to the fast-track consenting process would shortly be made to MfE.

5.2 Waikato District Council

There have been a number of meetings with various WDC staff over the preceding 12-18 months, including the Mayor Allan Sanson, Julie Dolan (Economic & Community Development Manager), Clive Morgan (General Manager Community Growth), Jim Ebenhoh (Planning & Policy Manger) and Will Gauntlet (Resource Management Team Leader). A letter of support from the WDC Mayor is included in **Appendix D**.

WDC technical staff have also met with the Applicant's representatives over this timeframe to discuss resource consents and emergency planning matters regarding the proposed factory. As with WRC, WDC officers have been informed that this application for referral to the fast-track consenting process would shortly be made to MfE.

5.3 KiwiRail

APL has been in discussions with KiwiRail over the course of the development of the wider rezoning proposal regarding access to the NIMT from the site and wider network opportunities. A letter of support of the proposed rail siding is included in **Appendix D**. Confirmation of any statutory approvals and other approvals required to access the NIMT will be confirmed in advance of construction.

5.4 NZ Transport Agency

The Applicant's representatives have met with NZ Transport Agency (NZTA) staff to discuss the wider rezoning development programme. The Applicant will continue to engage with the NZTA over the course of the development.

5.5 Department of Conservation

APL has engaged with the Department of Conservation (DoC) over the last 12-18 months regarding the wider rezoning proposal, as the land subject to the rezoning abuts Lake Rotokawau Reserve administered by DoC.

A meeting with DoC staff (Andrew Styche and Maggie Burns) was undertaken on 25 August 2020, where the fast track process was discussed.

5.6 Consultation with adjacent landowners

The Applicant's representative has met with the landowners closest to the site over the preceding 12-18 months. Where concerns have been raised in terms of construction effects, in particular regarding noise and vibration, these concerns have been addressed via construction methods being amended and via proposed management plans. The proposed Haul Road from Tahuna Road to the site has been formulated to directly address concerns of residents given the numbers of heavy vehicles that were initially planned to access the site via Lumsden Road. The Haul Road enables the transport of bulk fill for the site works to avoid existing residential houses.

6. Iwi Authorities and Treaty Settlements

6.1 Engagement with Waikato Tainui

Over the course of development of the wider rezoning proposal and including the proposed earthworks, rail siding and factory proposal, several hui have been held with the local Mana Whenua representatives and Waikato Tainui. A memorandum of understanding (MoU) was entered into between the parties and the MoU set outs the basis for engagement with Mana Whenua over the long term for development in the area.

As a result of the MoU, a Tangata Whenua Governance Group (TWGG) was set up in August 2019 and hui are held approximately once a month. The TWGG hui have been very helpful and there have been numerous presentations on technical aspects of the factory proposal, including stormwater management, water supply and wastewater management.

The hui have been very helpful for the APL project team and the project has taken into account feedback provided by the Mana Whenua. This includes:

- Providing for cultural monitors as kaitiaki on site during initial earthworks activities (topsoil scraping). This is also proposed for the current applications.
- Monitoring the performance of the carbon filter (used as the primary mitigation for the factory's air discharge effects) and stormwater management measures.
- Providing detail on the existing wastewater treatment plant to be used for the factory, including maintenance plans.
- Initiation of an independent peer review of the air discharge assessment by Canterbury University and adoption of their recommendations.

A key outcome of the ongoing engagement is a letter of support for the proposed fast track Referral application from the TWGG. A copy is included in **Appendix D**.

6.2 Treaty settlements

The land is not subject to a current treaty settlement process, however the land is subject to a statutory acknowledgement area in so far as set out in the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 (the River Act).

The overarching purpose of the settlement is to restore and protect the health and wellbeing of the Waikato River for future generations. The River Act also sets out the 'Vision and Strategy' for the Waikato River, 'Te Ture Whaimana'.

As set out in 6.1 above, APL has engaged extensively with the Tangata Whenua regarding development on site and the project has accounted for the Vision and Strategy of the Waikato River in many areas of the proposal. This has been acknowledged in the letter of support from the TWGG that is included in this application (**Appendix D**).

7. Adverse Effects

The proposal has been subject to extensive investigations and expert reporting to quantify the anticipated and known effects of the proposed activity. For completeness, a summary of the conclusions from that reporting regarding the proposal's adverse effects is set out below, with the proposed mitigation of any effects also outlined.

It is acknowledged that the application for Referral via the MfE seeks only a general level of information. More detailed reporting will be made available for the ECP process, if the proposal is accepted. Relevant reports can also be made available to MfE to assist with consideration of the referral application, as required.

While the Act specifically refers to a proposal's adverse effects, we also briefly note positive effects of the proposal, which will directly mitigate aspects of those adverse effects.

7.1 Erosion and sediment control

Bulk earthworks required to prepare the site for development has the potential for adverse effects on the receiving environment if not managed effectively. It is noted that the site is relatively flat and the proposed earthworks will be subject to extensive erosion and sediment controls that will avoid or minimize erosion of exposed areas and sediment discharges from the site.

Preliminary erosion and sediment control plans (ESCPs) have been included in the drawing set (**Appendix C**).

7.2 Stormwater management

The proposal includes significant impermeable surfaces that have the potential to cause adverse effects on the receiving environment if not adequately managed for stormwater quantity and stormwater quality. Furthermore, the factory operations includes the use of hazardous materials that require additional management measures to ensure runoff from spills and emergency events do not adversely affect the environment.

Stormwater management for the proposal incorporates a 'treatment train' approach that includes proprietary devices that provide for treatment 'at source', with further stormwater treatment wetlands providing additional treatment. The stormwater management framework has accounted for best practice and WRC guidance. Concept layout plans of the proposed stormwater management for the development is included in **Appendix C**.

Factory operations are subject to specific design and operational parameters to manage the risks of spills and other emergency events such as fires. For example, shut off valves and sprinkler run off ponds are included within the stormwater reticulation network to ensure any emergency events do not adversely affect the downstream environment.

Tangata Whenua have a particular interest in stormwater management and have expressed their support for the proposed stormwater management measures to be employed on the site (**Appendix D**).

7.3 Flooding

The proposal requires earthworks and filling of low-lying areas to prepare the site for development. Extensive flood modelling has been completed to understand the potential effects of the proposed filling of the floodplain and the operations of the Lower Waikato Waipa Flood Control System. This has confirmed that there is negligible effect on flood capacity as a result of the proposal.

7.4 Archaeological effects

Archaeological investigations and reporting has confirmed that there are no known archaeological sites affected by the proposal. Accidental discovery protocols will in place to manage any disturbance of unknown site discovered during site works.

Tangata whenua have requested that kaitiaki are present on site during initial stages of earthworks (topsoil scraping) and APL has committed to this monitoring being in place at the site.

7.5 Ecological effects

An ecological assessment memo has been prepared to support the application and this is included as **Appendix E**. The assessment outlines that although the risk of actual and potentially significant adverse ecological effects is considered moderate, appropriate mitigation has been recommended to avoid and mitigate those effects. Mitigation includes the formulation of an Ecological Management Plan that includes specific management measures relating to fish management, lizard management, bird management and bat management. The assessment also assessed the proposed stormwater management measures and erosion and sediment control measures as being appropriate.

The recommended ecological management measures will decrease the risk of potential adverse impacts on any identified high value ecological features, resulting in an overall low level of ecological effect for the project.

7.6 Noise and vibration effects

7.6.1 Construction

The proposed earthworks will result in noise effects associated with the use of construction machinery required to undertake the bulk cut and fill earthworks activities and dynamic compaction activities. The noise effects during the construction phase will be temporary in nature, and contractors will be required to operate under normal best practice conditions to ensure that unreasonable noise is avoided, such as ensuring regular maintenance of machinery. An acoustic and dust management fence will also be constructed at the site boundaries to further minimise the noise experienced off-site.

Due to the dynamic compaction methods to be utilised on site for geotechnical remediation, there is the potential for vibration to disturb the amenity of adjacent residents on Lumsden Road. A specific construction methodology has been developed to address these potential adverse effects and that essentially sets out a

buffer distance for where the dynamic compaction method is restricted to (if residents are at home). If the residents of the dwellings are not home, then the dynamic compaction can continue unrestricted.

A Construction Noise and Vibration Management Plan (CNVMP) will be provided that will set out any required methods for compliance of the relevant standards. The CNVMP also sets out the process for establishing the appropriate buffer for the dynamic compaction operations, including monitoring of vibration levels and engagement with the Lumsden Road residents.

Given the restrictions in relation to noise limits from construction works as per the NZ Standard and any specific requirements for vibration activities set out in the CNVMP, any actual or potential adverse noise and vibration effects associated with the temporary earthworks are anticipated to be less than minor.

7.6.2 Operational

An assessment of noise emissions from the proposed factory have found that the existing ambient environment in the project vicinity is elevated due to the close proximity of the NIMT rail corridor, Waikato Expressway and truck movements on Lumsden Road. The measured ambient levels generally were significantly above the relevant WDP and PWDP noise limits.

Predicted noise levels at the closest receiver during the daytime and night-time periods respectively comply with the relevant noise limits, and are comparable to or below the existing ambient noise environment.

Overall, the assessment concluded that the potential acoustic effects from the development are slight and that no additional mitigation measures are necessary. Vibration from the operation and construction of the factory is predicted to be negligible and generally imperceptible at nearby receivers.

7.7 Landscape and visual effects

A landscape and visual assessment has been completed for the proposal and has set out that mitigation is required for adverse effects that present themselves as a result of the proposal. Mitigation includes:

- The retention of the existing large plane tree located on the western boundary of the site.
- Mitigation planting around the site, including a 15 metre wide strip along the full extent of the western boundary and 10 metre wide strips of planting along the northern and southern boundaries.
- Mitigation along the northern boundary will be comprised of a row of specimen trees planted at 16m spacings. Both evergreen and deciduous species will be utilised which will achieve a 4 metre height within 5 years and achieve a mature height of 20 m. This planting is intended to provide screening of the development from mid distance and distant views predominantly.
- Mitigation planting along the western and southern boundary shall be informal hedging with specimen trees to provide intermittent screening of a greater height. Additional native species shall be used to provide variety along these boundaries.
- The informal hedging shall reach a height of 3 metres within 5 years with a mature height of 6 metres. This planting is intended to provide screening from both mid distance and close proximity views. Particular care has been taken with the location and selection of specimen trees along the southern boundary interface with the adjacent lifestyle blocks to ensure over shadowing does not occur.

The assessment has shown that due to the bulk of the proposed factory within the existing Rural zone, and even with mitigation plantings, there are more than minor adverse effects on rural character and amenity values within close proximity of the site.

7.8 Transportation effects

7.8.1 Construction

Based on the results of a network capacity assessment, the proposed earthworks traffic is not expected to significantly impact the capacity of the intersections during the respective peak operating periods.

The volume and frequency of heavy commercial vehicles on the Ohinewai Interchange ramps and Tahuna Road has the potential to increase the risk of safety impacts on road users. To account for the potential safety effects the following measures are proposed:

- A Construction Traffic Management Plan, which outlines the traffic control activities, traffic impacts and mitigation measures will be finalised and approved prior to works commencing.
- Temporary traffic management will be in place prior to and during the works. This will include appropriate warning signage.
- Road widening is required on Tahuna Road to provide sufficient road space to allow through vehicles to safely pass slower moving left-turning vehicles at the haul road access.
- Increasing the size of the Stop signs and advanced warning signs on the southbound off-ramp.
- Removing overgrown vegetation at the top of the southbound off-ramp to improve sightlines (looking both east and west).
- Installing temporary speed limits of 50 kph on Tahuna Road and Lumsden Road from the interchange to the site accesses.

7.8.2 Operational

A transportation assessment has been undertaken for the proposal and in summary, and overall, the transport related effects of Stage 1 and 2 Foam Factory operation will be negligible to minor from a traffic management and safety perspective. Specific design has accounted for traffic effects and include:

- Relatively low traffic generation from the proposal, including low numbers of heavy vehicles due to the rail siding being utilised for import/ export.
- An appropriate number of car parks and bicycle parking for staff and visitors.
- Vehicle access to the factory is proposed from Lumsden Road from an existing farm access at 88 Lumsden Road. This will be upgraded to comply with the WDC standards for a commercial vehicle access.
- All visitor and site traffic will enter and exit the site at this access point. The access connects to an internal one-way ring road within the site that has a 30 km/h speed limit imposed.
- The realignment of Balemi and Lumsden Road will provide for a safe rail level crossing and road alignment.
- The assessment has outlined that approximately 40-50% of heavy vehicles currently associated with APL's foam factory operations will be removed from the road network as a result of the rail siding.

7.9 Hazardous materials management

Extensive design, investigations and reporting has been completed for the proposed factory with respect to the storage and use of hazardous materials on the site. The operation of the site will be classified as a Major Hazard Facility (MHF) under the Health and Safety at Work Act 2015 (HSWA), the Health and Safety at Work (Major Hazard Facilities) Regulations 2016 (HSW-MHF) and Health and Safety at Work (Hazardous Substances) Regulations 2017 (HSW-HS), hence particular attention has been placed on appropriate management provisions for the site.

In summary, specific management measures for the proposed factory include:

- The use of a world's best practice carbon filter to filter air discharges from the manufacturing facility.
- Specific design that accounts for accidental spillage of hazardous substances, including bunded loading areas and shut off isolation valves to prevent discharges to the stormwater system.
- Emergency Planning that sets out detailed operating procedures for factory operations.
- In the event of fire, any fire water runoff does not enter the receiving environment, but goes to specifically designed runoff ponds for disposal.

7.10 Positive effects

7.10.1 Economic benefits

As outlined in the economic assessment (**Appendix E**), the project is anticipated to provide for a capital investment of $118m with an economic impact of $152m along with a 5 year total approximate employment count of 2100 jobs as a result of project construction and operations. The economic assessment also outlines other benefits a result of the project including:

- Opportunity and Equity – the development has the potential to increase the competitive profile of the local and regional economy, with the result of population growth and greater economies of scale.
- Operational Efficiencies and increase competitiveness – The development of the rail siding provides increased efficiencies and competitive opportunities for the Region and local economy.
- Sector specific growth - the development facilitates a transition from a predominant primary agricultural sector to both secondary and tertiary business sectors through both a competitive location and the introduction of unique manufacturing activities to support employment and business growth.
- Initial stages of the wider OSP development – The development has the potential to act as a catalyst for other development within the OSP and provide a signal to the wider regional (and national) economy regarding the willingness of the market to accept risk post-Covid.

7.10.2 Transport efficiencies

The proposed rail siding leads to a reduction of 40-50% of the potential heavy vehicle movements from APL's foam factory operations as part of the Stage 1 and 2 factory development. It is also anticipated to enable greater efficiencies for existing industrial activities located in the area, if they take up the opportunity to use the siding.

7.10.3 Positive Effects of Remediation

The proposal includes the remediation of a small area of contaminated land as a result of historic land uses. Adherence to the methodologies to be included within the site management plan will ensure the best practice methods to prevent risks of contaminant migration and associated effects on human and environmental health are in place during the course of the remediation works.

This remediation is anticipated to provide for the improvement of water quality in the catchment as the existing risk of contaminated material leading to discharges downstream will be avoided.

8. Part VIII assessment

The following sections of the report outline the required assessments set out in Part VIII of the application form. This includes an assessment against any relevant National Policy Statements and National Environmental Standards.

8.1 National Policy Statements

It is considered that only the National Policy Statement for Freshwater Management 2020 (NPSFM), which took effect on 3 September 2020, is relevant to the consideration of this application.

The NPS Freshwater requires local authorities to recognise the national significance of freshwater and freshwater quality within a region must be maintained or improved. The concept of Te Mana o Te Wai (the integrated and holistic well-being of a fresh water body) must also be recognised. The NPS-Freshwater sets out six key principles relating to the roles of tangata whenua and other New Zealanders in the management of freshwater and places a hierarchy of obligations in terms of managing freshwater resources.

It is considered that the proposal is not inconsistent with the NPSFM for the following reasons:

- Tangata whenua values and interests have been considered in the proposal via the TWGG. Particular consideration has been given to maintaining appropriate water quality, as a result of the proposed stormwater and wastewater management on site. A letter of support from the Mana Whenua is provided as **Appendix D**.
- The proposal has safeguarded freshwater's life-supporting capacity, ecosystem processes, and indigenous species via the implementation of fish management plan to manage the potential effects on the aquatic environment.
- The proposal includes the remediation of an area of contaminated soil, stormwater management and the use of best practice erosion and sediment control measures during construction. That remediation will lead to the maintenance or improvement the overall quality of freshwater.
- The proposal recognises the downstream receiving environment of Lake Rotokawau, Lake Waikare and ultimately the Whangamarino Wetland.

8.2 National Environmental Standards

It is considered that the relevant National Environmental Standards that need to be considered in respect of APL's proposed activity include the following:

- Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES-CS).

- Resource Management (National Environmental Standards for Air Quality) Regulations 2004 (NES-AQ).

8.2.1 NES - CS

Preliminary and detailed site investigations have been completed for the proposed site and activity and have confirmed minor contaminated soils can be remediated as a Permitted activity under the NES-CS.

8.2.2 NES – AQ

A technical assessment of air quality requirements of the site has been completed. That assessment has shown that the proposal is compliant with the standards set out in the NES-AQ, in particular for particulate matter for minor combustion sources for the manufacturing processes.

9. Part IX - Purpose of the Act

The purpose of the Act is set in section 4 and states:

> *'The purpose of this Act 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.'*

This section of the report sets out how APL's proposal achieves the purpose of the Act, having regard to the matters set out in section 19 of the Act as being relevant to that assessment. Table 9.1 below outlines an assessment of the proposal against the relevant criteria.

Table 9.1 – Section 19 Assessment

Section 19 Criteria	Comment

The project's economic benefits and costs for people or industries affected by COVID-19	• The proposal will provide for much needed positive economic benefits in the wake of COVID-19, as outlined in the economic assessment completed by Property Economics – copy included in **Appendix E**. This will primarily be through the level of investment and job creation that it will entail. Critically, the job creation will be in the manufacturing and construction, both sectors which have become increasingly critical to the economic wellbeing of the Waikato region over the last decade.
	
	• The project is anticipated to provide for a capital investment of $118m with an economic impact of $152m, along with a 5-year total approximate employment count of 2100 jobs as a result of the project construction and operations. The economic assessment also outlines other benefits as a result of the project, including:
	
	  • Opportunity and Equity – the development has the potential to increase the competitive profile of the local and regional economy, with the result of population growth and greater economies of scale.
	  • Operational Efficiencies and increase competitiveness – The development of the rail siding provides increased efficiencies and competitive opportunities for the wider Waikato region and local economy.
	  • Sector specific growth - the development facilitates a transition from a predominantly primary agricultural sector to both secondary and tertiary business sectors through both a competitive location and the introduction of unique manufacturing activities to support employment and business growth.
	
	• The foam factory is also the catalyst or first step in creating longer term and substantial job creation associated with the Ohinewai Structure Plan (OSP) area proposed over the Applicant's wider landholdings of 178ha (described in further detail at Section 2 above). The foam factory comprises Stages 1 and 2 of the larger 'anchor' factory (of approximately 100,000m^2) within the proposed mixed-use development of industrial, commercial and residential land use.

The project's effect on the social and cultural well-being of current and future generations	• Overall, the proposal results in potential social and cultural wellbeing effects for people in Ohinewai, Te Kauwhata and Huntly that are positive and substantial, as outlined in the assessment completed by Quigley and Associates (**Appendix E**). This is based on the following.
	  ○ Employment projected from factory construction is substantial, with a five-year construction employee count of over 2,100. While such jobs are temporary, they support the pipeline of work which exists in the construction industry.
	  ○ The proposal provides for an additional 50 permanent (post-construction) jobs for the local communities of Ohinewai and Huntly, with employment opportunities being a key criteria in providing for health and wellbeing.

	○ The project provides for specific cultural wellbeing of the local tangata whenua by encouraging local employment via partnerships with educational facilities and Waikato-Tainui. The importance of this partnership is acknowledged by the Tangata Whenua in their letters of support of the proposal (**Appendix D**). ○ The project has the opportunity to provide for positive outcomes for other employers in the area from the establishment of a School of Secondary Tertiary Studies that look to provide for transformative vocation-based learning. ○ The assessment has outlined that these positive effects are highly likely to be inter-generational because of the nature of outcomes arising from employment, the targeting of school students and the strong relationship with local Maori. • The environment is also a key determinant of wellbeing. In this regard, the proposals' effects have been assessed to be neutral, based on the following: ○ While the existing Lumsden Road residents will experience social effects arising from the change of their rural outlook (to the east only) to massed plantings and factory buildings, the wider community of Ohinewai, there are several medium and large employers (and their factories) in the surrounding area already (Max Birt Sawmill, Lumbercorp, Ceracell, Compac Homes). The presence of another 50-staff business is in keeping with the existing environment. ○ APL has sought to enhance the existing environment by remediating an area of historic site contamination, retiring a portion of the existing dairy farming operation and providing enhancement plantings surrounding stormwater wetlands. ○ APL has worked with the local property owners and tangata whenua groups to address effects of the development such as noise and vibration, traffic effects, monitoring of earthworks by kaitiaki and installing world class air quality filters at the factory. Wastewater and stormwater management will also provide for best practice treatment measures to ensure effects on the downstream Lake Rotokawau, Lake Rotokawau and Whangamarino wetland are negligible. Together these mitigate any potential environmental effects of the proposal.
Whether the project would be likely to progress faster by using the processes provided by this Act than would otherwise be the case	• We understand that MfE's current "best case" assessment is that proposals will take a total of seven months to progress through the fast-track process under the Act. This comprises three months for the grant of Ministerial approval to the referral, and a further four months for the expert consenting panel process. • By contrast, progressing the same application via WRC and WDC under the normal RMA process would take at least 12 months (and more likely 18 months-2 years, before appeals), based on previous experience and their current workloads. • Overall timeframes are likely to be further reduced, given that appeal rights are restricted to points of law only under the Act, as opposed to the merits appeal to the Environment Court that is available under the RMA.

	• The process of rezoning through the submission on the District Plan has uncertainty over the timing of a decision and carries a wide appeal risk that could add a further 12 months to the process. • Further, the greater certainty of timeframes and outcomes provided by using the fast-track process means that APL will have confidence to make investment decisions regarding detailed design and factory establishment, while the project progresses through the expert consenting phase. • Overall, use of the fast-track process means the proposal is likely to be under construction a minimum of two years than if following the standard RMA consenting process.
Whether the project may result in a public benefit by, for example,—	
i. generating employment:	• The proposal provides for a 5 year total approximate employment count of 2100 jobs as a result of project construction and operations. • There may be additional employment opportunities beyond Sleepyhead as a result of the rail siding via increased efficiencies and competitive opportunities for the Region and local economy. One existing employer in Ohinewai has expressed a willingness to access the rail siding and NIMT for their operations with associated job creation of between 2-5 full time positions.
ii. increasing housing supply:	• N/A – the proposal does not provide for additional housing.
iii. contributing to well-functioning urban environments:	• The proposed factory is not located within an existing urban environment, however the employment opportunities provided by the factory leads to positive outcomes in the Huntly and Te Kauwhata urban areas via the employment opportunities offered.
iv. provide infrastructure, to improve economic, employment, and environmental outcomes, and increase productivity,	• Rail infrastructure is proposed to provide access to the Tauranga and Auckland Ports, via the NIMT for the factory and other existing and proposed industrial activities proposed within the wider Ohinewai area. This infrastructure provides for opportunities for increased productivity due to easier access to import and export facilities. • Stage 1 & 2 of the Factory is self-sufficient in terms of wastewater and water supply infrastructure and the factory investment itself provides the built environment for economic benefits and productivity gains.
v. improve environmental outcomes for coastal or freshwater quality, air quality, or indigenous biodiversity.	• The proposal leads to the retirement of approximately 40ha of the existing dairy farm with anticipated reduction in nutrient runoff and improvements in water quality. • The proposal includes best practice stormwater management. • The stormwater wetlands and landscape plantings around the site provide for opportunities for the enhancement of indigenous biodiversity in the area.

vi. minimising waste	• Consolidation of APL's foam plant operations in a modern, purpose built facility will allow it to retire its existing operations in Avondale and Otahuhu. In doing so, it will be able to employ new technologies and efficiencies that will result in significant opportunities for waste minimisation. • Further, the manufacturing facility utilises the use of foam off-cuts part of manufacturing process.
ii. 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)	• The Factory location has been chosen due to its proximity to the NIMT, and via that its access to both the Auckland and Tauranga Ports. There will also be one consolidated foam factory operation, thus eliminating the current need for truck transport between its existing Otahuhu and Avondale plants (which are often delayed due to the level of congestion on Auckland roads). • As outlined in the traffic effects assessment included as **Appendix E**, the proposal is expected to reduce the number of trucks on the road as a result of APL's operations by approximately 40% - 50% for Stages 1 and 2. The rail siding is also anticipated to act as a catalyst for existing manufacturing and processing activities nearby, thereby further providing for opportunities to reduce industry's reliance on the network and expected reduction in greenhouse gas emissions.
iii. promoting the protection of historic heritage	• The site holds no particular values with respect to historic heritage.
ix. strengthening environmental, economic, and social resilience, in terms of managing the risks from natural hazards and the effects of climate change:	• Any flood risk as a result of the development has been managed and the project is not at risk from a stop bank breach of the Waikato River. • The proposed rail siding is anticipated to lead to lower carbon emissions for operations of the foam factory and other industries nearby.
Whether there is potential for the project to have significant adverse environmental effects, including greenhouse gas emissions	• Overall, it is not considered that project will result in any significant adverse environmental effects. • The proposed factory is likely to have adverse effects on amenity values of the existing rural environment when viewed in close proximity (within 1-1.5km). However, that is in the context of the site's present rural zoning, rather than its proposed industrial zoning as sought by APL's submission on the PWDP. When viewed from further afield, the effects of the proposed factory are considered to be appropriate. • It is not considered that the proposed foam factory will have adverse effects on greenhouse gas emissions, due to the factory's relatively low fossil fuel use. The hazardous substances used in foam production are not considered to be key greenhouse gases. In any case, the proposed rail siding and access to the NIMT will overall create positive effects in terms of greenhouse gas emissions, due to reduced truck movements.
Any other matter that the Minister considers relevant.	• It is not considered that there are any other matters relevant to the Minister's consideration of this application.

10. Climate change and natural hazards

Climate change has been accounted for in the investigation, design and reporting on the project. The flood modelling and stormwater concept design have in particular taken into account climate change.

Detailed modelling has shown that the site is not subject to inundation from a stop bank breach of the Waikato River.

11. Track record

APL and/or NZCG have not been the subject of compliance or enforcement actions taken by a local authority under the RMA.

12. Conclusion

This report supports an application to the Minister for the Environment for a Referral to an expert consenting panel via the COVID-19 Recovery (Fast-track Consenting) Act 2020.

The project proposed by APL includes the construction and operation of Stages 1 and 2 of the Ohinewai Sleepyhead Factory and Rail Siding and connection to the North Island Main Trunk railway. The factory is a substantial investment by the NZ Comfort Group and provides for significant economic and social benefits to the local and regional economy in the wake of Covid-19. The project does not provide for significant adverse effects on the environment and responds well to a transition to a low emissions economy via utilising the opportunities provided by access to the NIMT and subsequent reduction in heavy vehicles off New Zealand's roads.

The project is well placed for construction to commence, with preliminary design well progressed. Pending statutory approvals, earthworks construction could commence in early 2021. The Fast-Track process provides significant opportunities to APL in commencing works, with a potential time-saving benefit of 18-24 months versus the traditional resource consenting process.

Appendix A - MfE Application Form

Appendix B - Record of Titles

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**650547**
Land Registration District	**South Auckland**
Date Issued	04 September 2014

Prior References
SA43A/588 SA43A/589

Estate	Fee Simple
Area	10.8720 hectares more or less
Legal Description	Lot 3 Deposited Plan 474347

Registered Owners
Bruce Alexander Holmes, Juedi Anne Shirley Holmes and Evans Bailey Trustees 2017 Limited

Interests

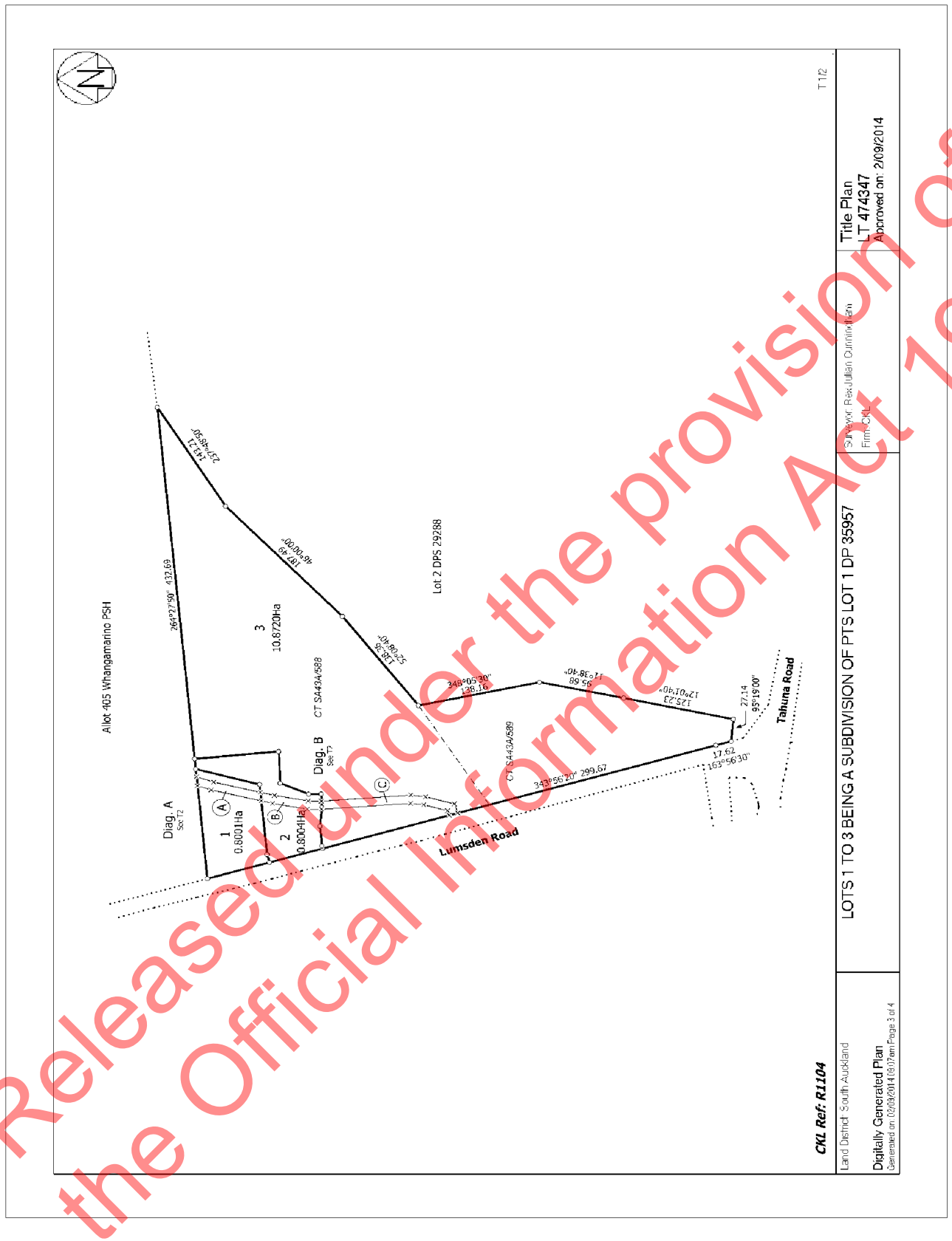
Subject to Section 8 Mining Act 1971

5734867.4 Mortgage to Bank of New Zealand - 19.9.2003 at 9:00 am

Subject to a right to drain water (in gross) over part marked C on DP 474347 in favour of the Waikato Regional Council created by Easement Instrument 9793463.4 - 4.9.2014 at 9:25 am

The easements created by Easement Instrument 9793463.4 are subject to Section 243 (a) Resource Management Act 1991

Land Covenant in Easement Instrument 10367839.2 - 21.3.2016 at 4:43 pm



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**SA6A/776**
Land Registration District	**South Auckland**
Date Issued	11 May 1966

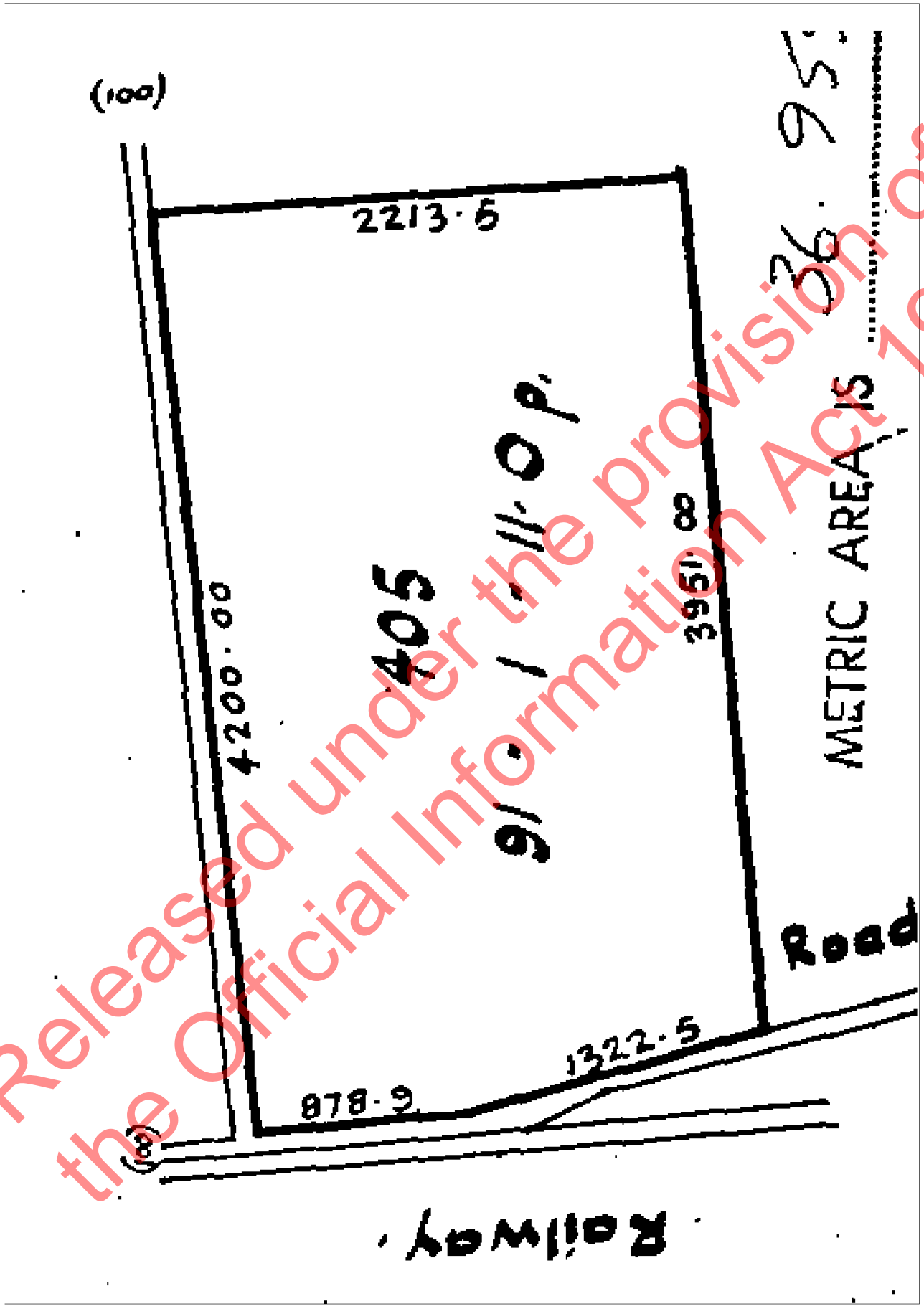
Prior References
SA52/98

Estate	Fee Simple - Minerals Only
Area	36.9554 hectares more or less
Legal Description	Allotment 405 Parish of Whangamarino

Registered Owners
William Henry Collins and Dulcie May Collins as Executors

Interests

Appurtenant hereto is the right license liberty and authority to mine dig win and carry away all minerals and metal lying in or under the said land created by Transfer 325799



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**SA26D/299**
Land Registration District	**South Auckland**
Date Issued	18 March 1981

Prior References
SA1105/273 SA194/256

Estate	Fee Simple
Area	61.1275 hectares more or less
Legal Description	Lot 2 Deposited Plan South Auckland 29288

Registered Owners
Ambury Properties Limited

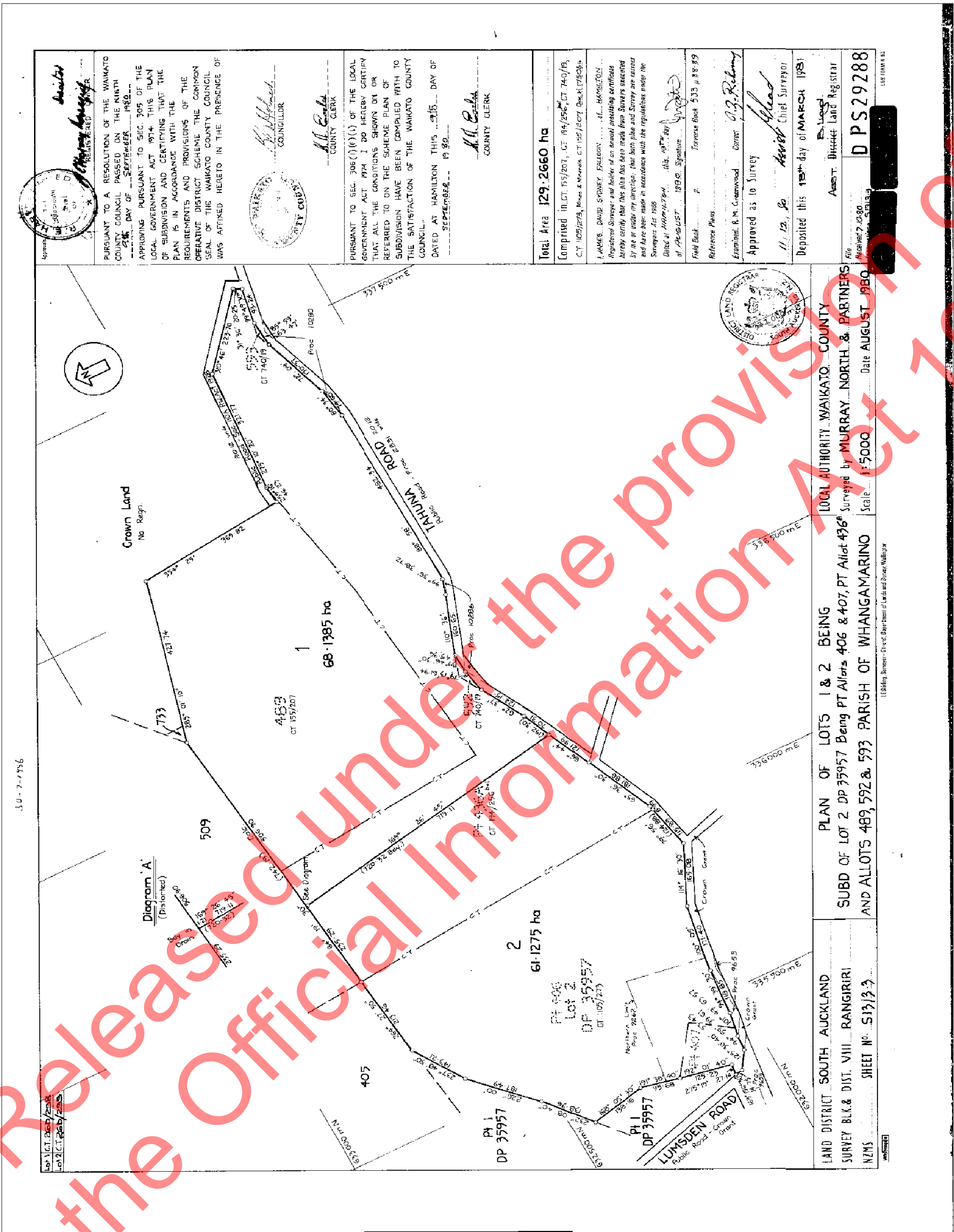
Interests

Appurtenant hereto are water rights created by Transfer H366246

93548 Transfer reserving mines and mineral to (now) The Public Trustee - produced 5.7.1916 and entered 7.11.1983

9262 Proclamation defining middle line of a road - 14.1.1937 at 1.00 pm (affects part formerly contained in CT SA1105/273)

11749504.4 Mortgage to Westpac New Zealand Limited - 29.5.2020 at 4:44 pm



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**SA42D/983**
Land Registration District	**South Auckland**
Date Issued	25 January 1989

Prior References
GN H600735

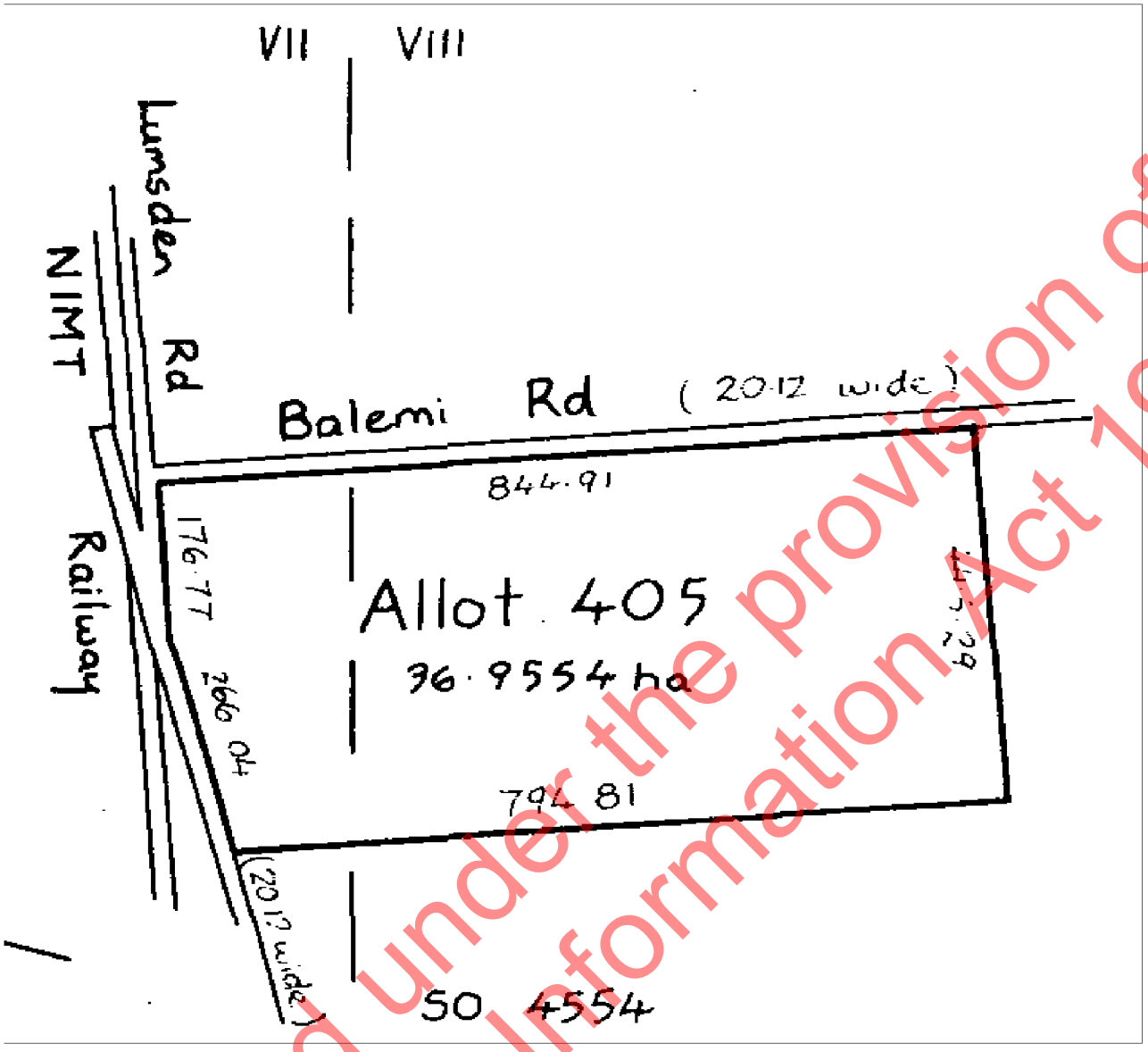
Estate	Fee Simple
Area	36.9554 hectares more or less
Legal Description	Allotment 405 Parish of Whangamarino

Registered Owners
Ambury Properties Limited

Interests

Subject to Section 8 Mining Act 1971

11662895.1 Mortgage to Westpac New Zealand Limited - 11.2.2020 at 3:44 pm



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
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R.W. Muir
Registrar-General
of Land

Identifier	**SA1250/17**
Land Registration District	**South Auckland**
Date Issued	27 July 1953

Prior References
SA54/288

Estate	Fee Simple - Minerals Only
Area	64.8696 hectares more or less
Legal Description	Part Allotment 436A Parish of Whangamarino

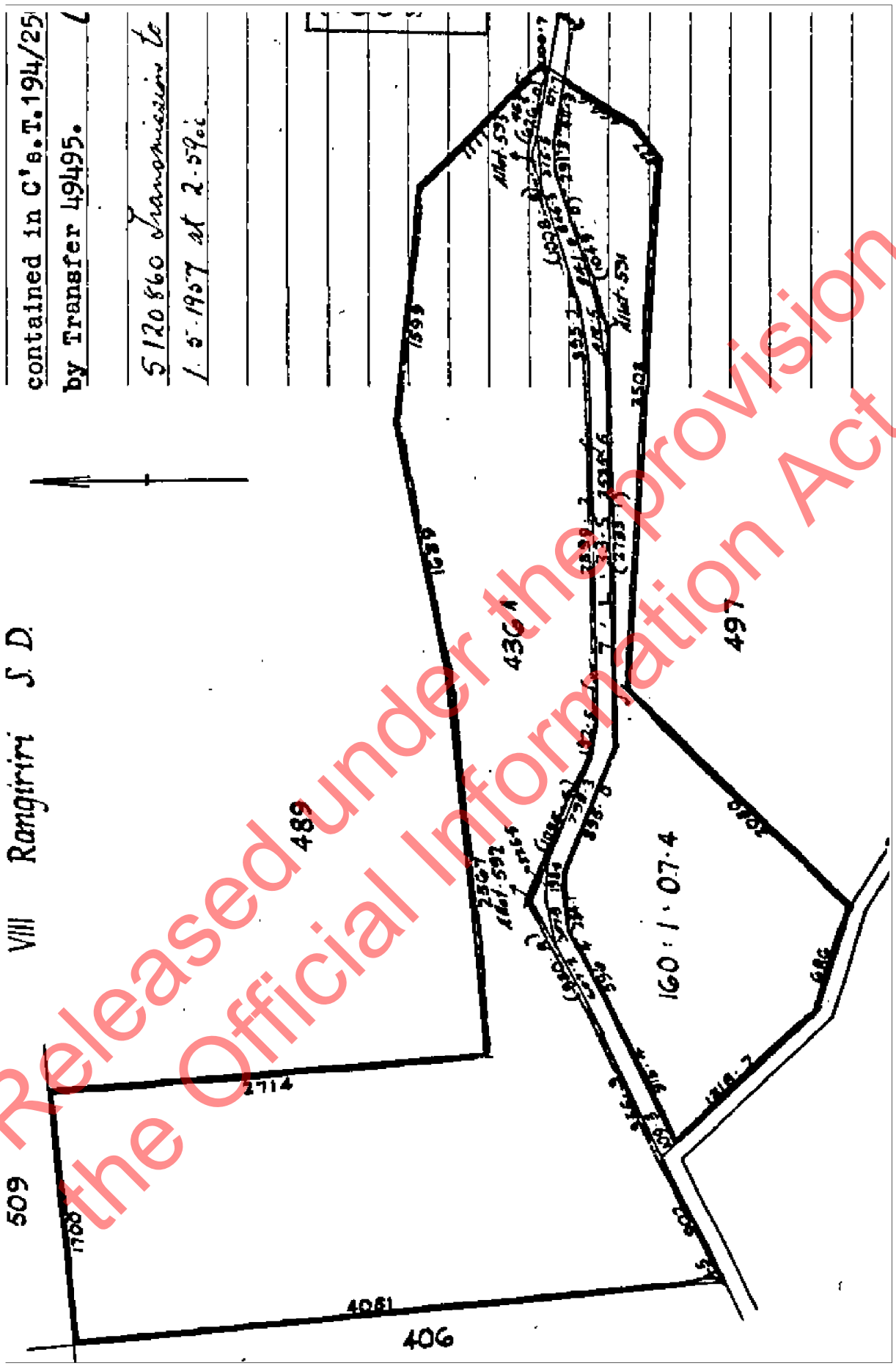
Registered Owners
The Public Trustee

Estate	Fee Simple - Minerals Only
Area	3.0187 hectares more or less
Legal Description	Part Allotment 436A Parish of Whangamarino and Excepting thereout pursuant to Section 19 Public Works Act 1928 such parts of the said minerals as are necessary for the construction support and maintenance of the "public works" thereover taken by Proclamations 2331 and 10286

Registered Owners
The Public Trustee

Interests

Appurtenant hereto is a mining right created by Transfer 49495



Appendix C - Plans (Woods & Gaze Property)

Proposed Factory & Rail Siding
at
88 Lumsden Road, Ohinewai
for
Comfort Group Limited.
Covid 19 Fast Track Application

FAST TRACK

3	FAST RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
Issue:	Rev:	Initial:	Date:

88 LUMSDEN ROAD
OHINEWAI

CT SA 42D / 983
ALLOTMENT 405
PARISH OF WHANGAMARINO

AUGUST 2020

Index		REVISIONS					
Sheet No.	Sheet Title						
ARC 000	LOCATION PLAN & INDEX	2	3				
ARC 101	EXIST NG SITE CONTOUR PLAN WITH BU LDING OUTLINE	2	3				
ARC 102	EXIST NG PART SITE CONTOUR PLAN WITH BUILDING OUTL NE	2	3				
ARC 105	PART SITE PLAN	2	3				
ARC 107	PART SITE PLAN	2	3				
ARC 113	SITE PLAN SPRINKLER OUTFLOW	2	3				
ARC 119	OVERALL SITE PLAN WITH RAIL SIDING		3				
ARC 150	ROOF PLAN	2	3				
ARC 300	ELEVATIONS BU LDING 1	2	3				
ARC 302	ELEVATIONS BU LDING 2	2	3				
ARC 304	ELEVATIONS BU LDING 3	2	3				
ARC 306	ELEVATIONS BU LDINGS 4 & 5	2	3				
ARC 320	PART ELEVATIONS COLOURED	2	3				

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand

Ph: (09)306 0110 Fax:(09)307 8804

ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

gaze commercial
Smart Property Solutions

Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
LOCATION PLAN & INDEX

Project No.:
J19-0288

Drawn: NC
Date: 29.7.2019

Approved by:
Issued by:

Scale (A1 Orginal):

Sheet No: ARC 000

Rev No: 3

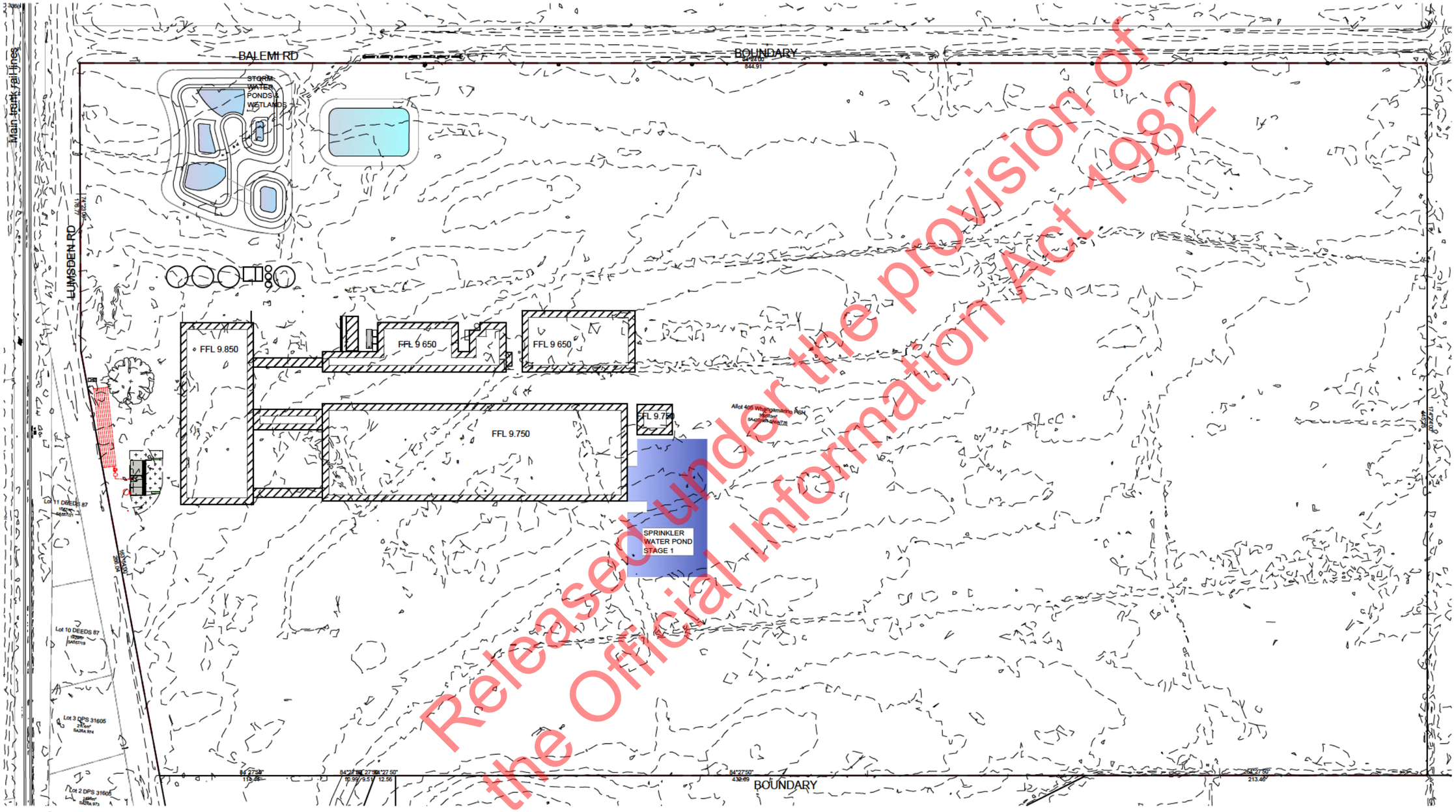
J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK\J19-0288 ARC 000 -INDEX

NOTE:

A PORTION OF THE SITE WILL BE CUT AND FILLED TO PROVIDE A NEAR FLAT PLATFORM TO ACCOMMODATE BUILDING FLOOR LEVELS BETWEEN RL 9.650 & 9.850. REFER CIVIL ENGINEERING DESIGN FOR SCOPE OF WORKS.

FAST TRACK

3	RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
A	RC APPLICATION	NC	20.05.20
Issue:	Rev:	Initial:	Date:



1 EXISTING PART SITE CONTOUR PLAN WITH BUILDING OUTLINE
1:1000 @ A1 1:2000 @ A3

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand

Ph: (09)306 0110 Fax: (09)307 8804

ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

gaze commercial
Smart Property Solutions

Project:
THE COMFORT GROUP
SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
EXISTING SITE CONTOUR PLAN WITH BUILDING OUTLINE

Project No.:
J19-0288

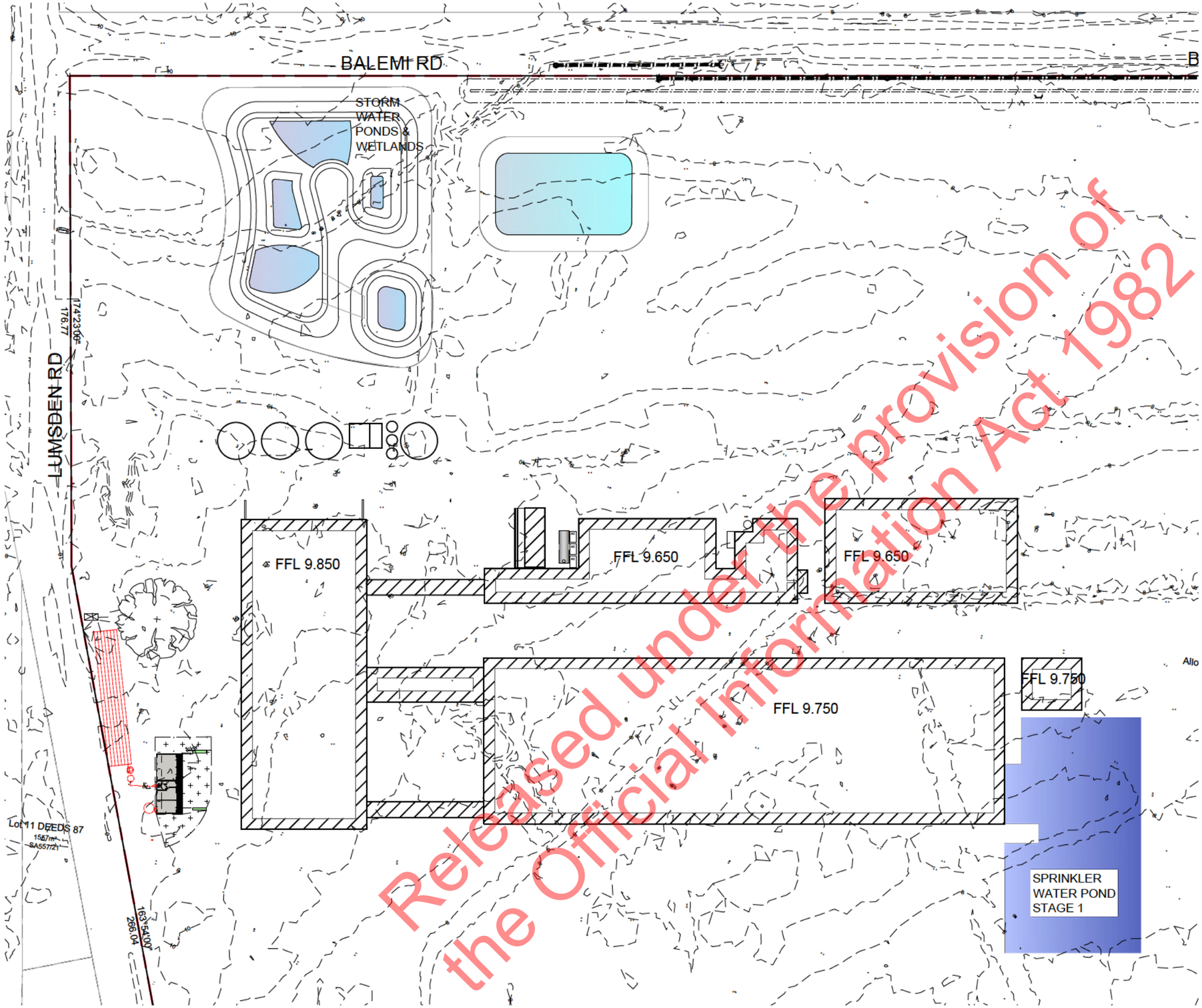
Drawn: NC
Approved by:
Date: 29.7.2019
Issued by:

Scale (A1 Orginal):
1: 1000 @ A1
1: 2000 @ A3

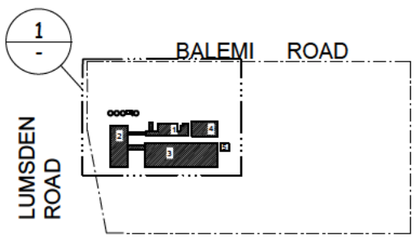
Sheet No: ARC 101

Rev No: 3

J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK_J19-0288 ARC XREF-01



1 - EXISTING PART SITE CONTOUR PLAN WITH BUILDING OUTLINE
1:750 @ A1 1:1500 @ A3



00 - KEY PLAN
NTS

FAST TRACK

3	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
A	RC APPLICATION	NC	20.05.20
Issue:	Rev:	Initial:	Date:

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand
Ph: (09)306 0110 Fax: (09)307 8804
ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

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Project:
THE COMFORT GROUP
SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
EXISTING PART SITE CONTOUR PLAN WITH BUILDING OUTLINE

Project No.: J19-0288
Drawn: NC
Date: 29.7.2019
Approved by:
Issued by:

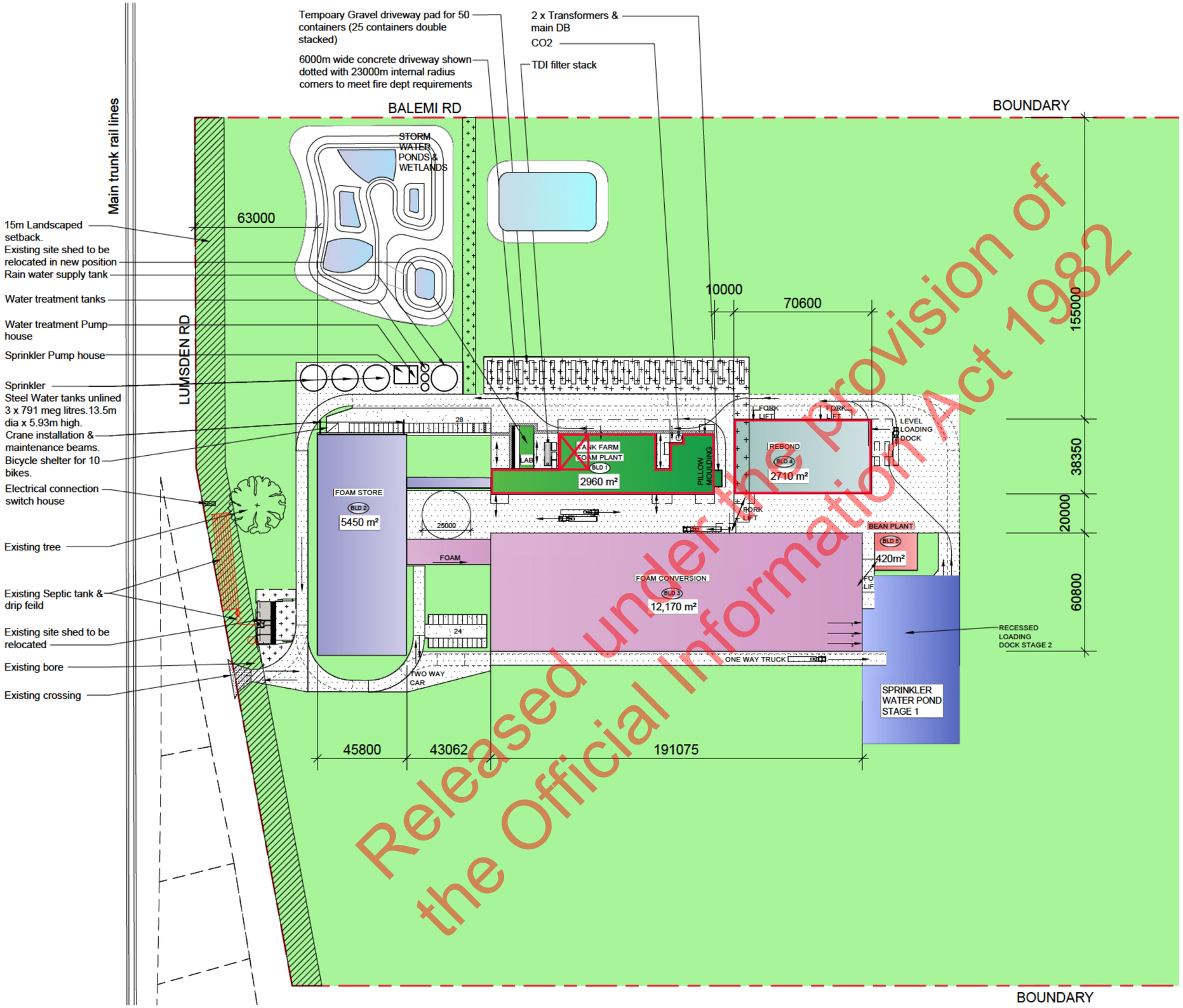
Scale (A1 Orginal):
1: 750 @ A1
1: 1500 @ A3

Sheet No: ARC 102
Rev No: 3

J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK_J19-0288 ARC XREF-01

FAST TRACK

3	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
A	RC APPLICATION	NC	20.05.20
Issue:	Rev:	Initial:	Date:



SITE DESCRIPTION

88 LUMSDEN ROAD

LEGAL DESCRIPTION

ALLOTMENT 405 PARISH OF WHANGAMARINO

CT SA 42 D / 983

ZONE = RURAL

CLIMATE ZONE = 2
EXPOUSURE ZONE = B
WIND REGION = A
WIND ZONE = HIGH
EARTHQUAKE ZONE = 1

SITE AREA

369,554 m²

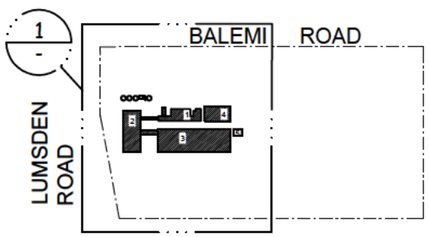
GFA = 23,710 m²

IMPERMEABLE AREA 51,200m² = 13.8 %

LANDSCAPE AREA :

FIRST 15 m FROM MAIN ROAD BOUNDARY WILL BE LANDSCAPED.

PARKING :
52 CAR PARKS PROVIDED.
10 SHELTERD BIKE PARKS PROVIDED



00 - KEY PLAN NTS

1 - PART SITE PLAN
1:1000 @ A1 1:2000 @ A3

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
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THE COMFORT GROUP
SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
PART SITE PLAN

Project No.:
J19-0288

Drawn:NC
Date: 29.7.2019
Approved by:
Issued by:

Scale (A1 Orginal):
1: 1000 @ A1
1: 2000 @ A3

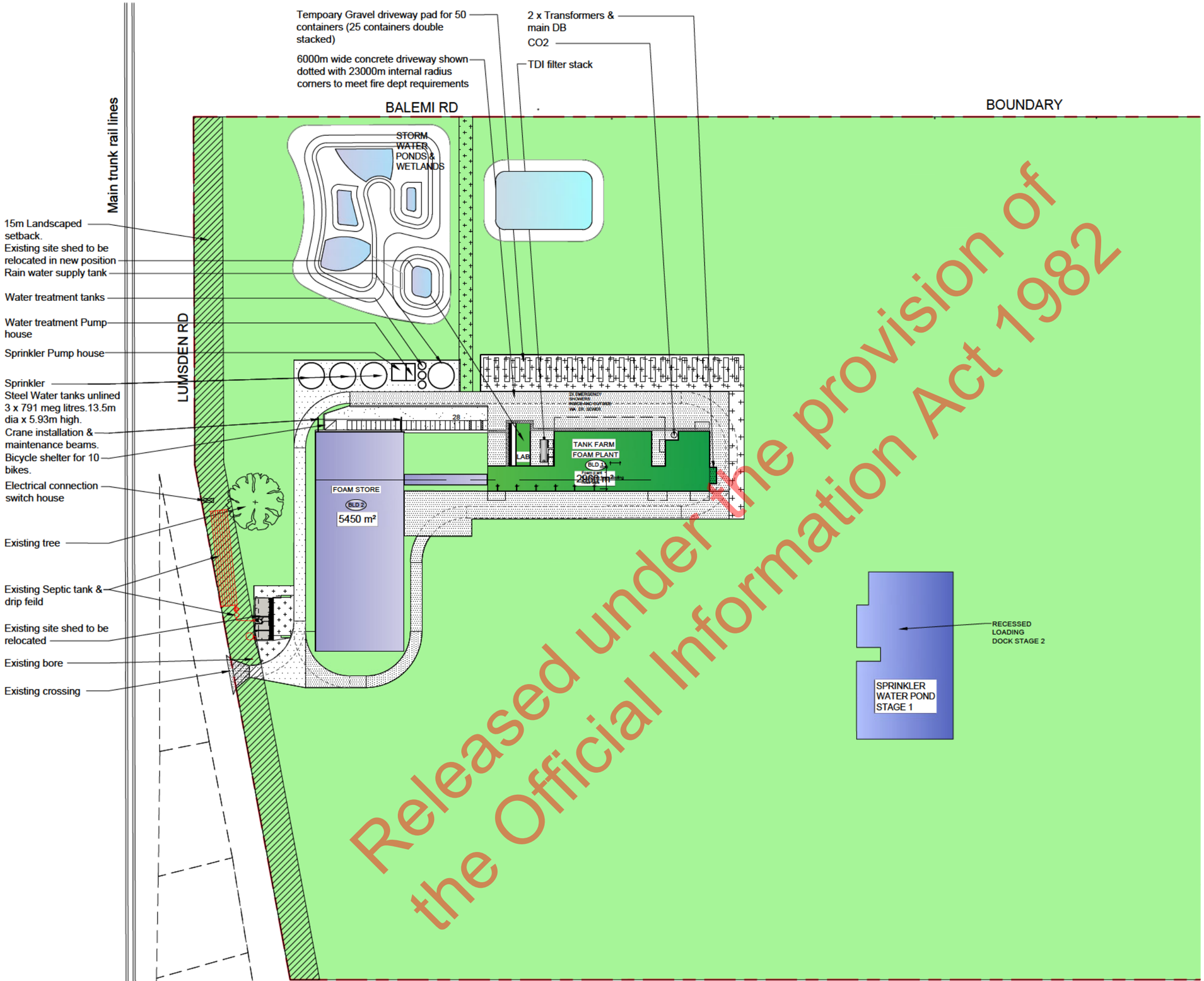
Sheet No: ARC 105

Rev No: 3

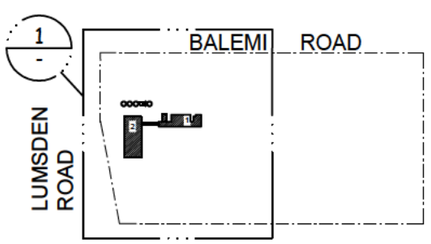
J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK_J19-0288 ARC XREF-01

FAST TRACK

2	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
A	RC APPLICATION	NC	20.05.20
Issue:	Rev:	Initial:	Date:



1 PART SITE PLAN STAGE 1
1:1000 @ A1 1:2000 @ A3



00 KEY PLAN
NTS

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand
Ph: (09)306 0110 Fax:(09)307 8804
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Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
PART SITE PLAN
STAGE 1

Project No.:
J19-0288

Drawn: NC
Date: 29.7.2019
Approved by:
Issued by:

Scale (A1 Orginal):
1: 1000 @ A1
1: 2000 @ A3

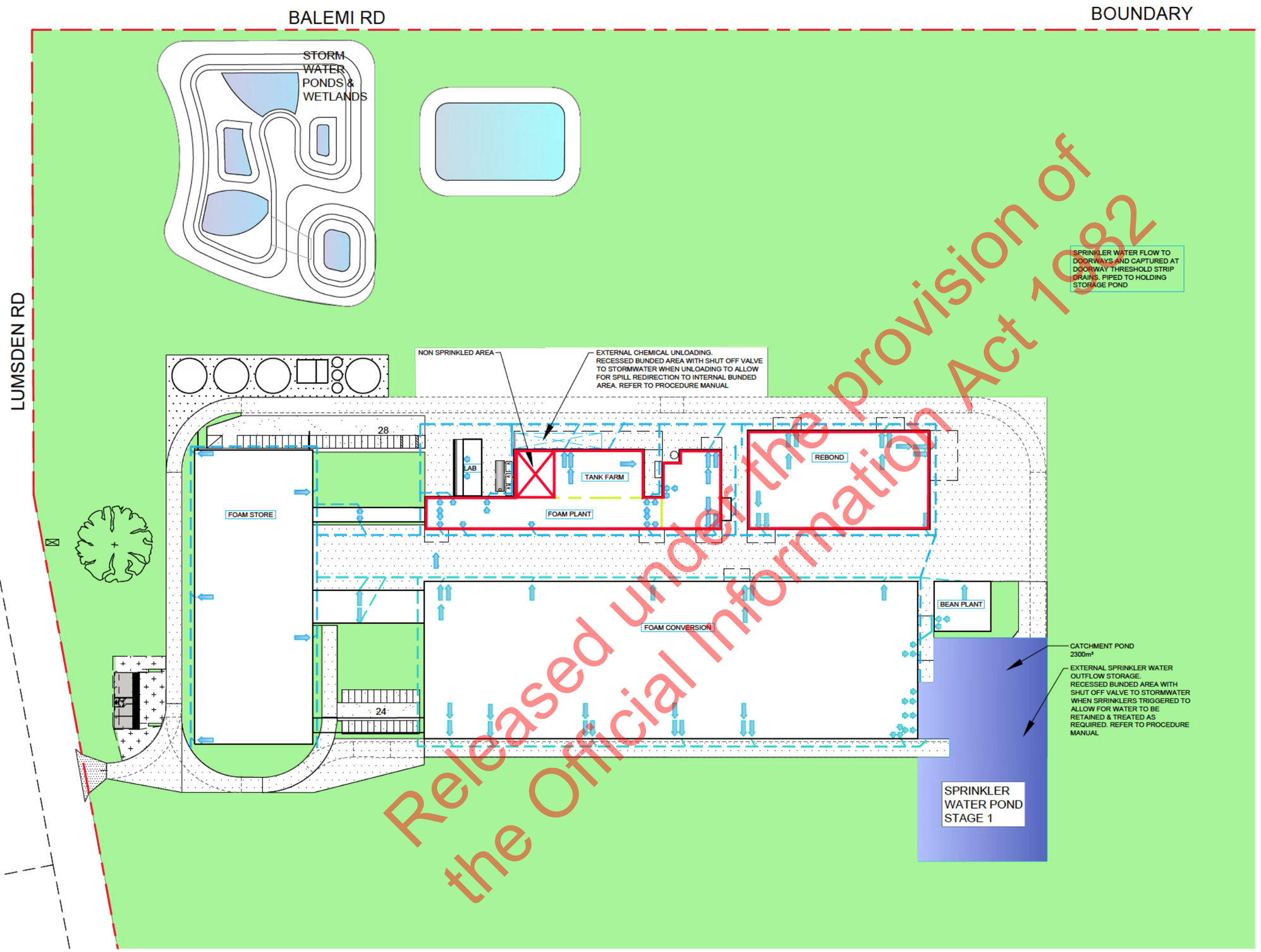
Sheet No: ARC 107

Rev No: 3

J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK_J19-0288 ARC XREF-01

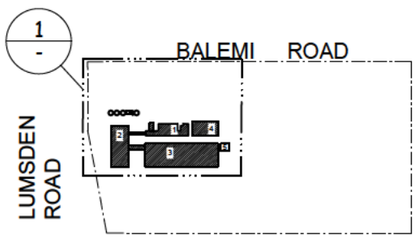
FAST TRACK

3	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
B	RC APPLICATION	NC	30.06.20
-	RC APPLICATION	NC	20.05.20
Issue:	Rev:	Initial:	Date:



Legend Sprinkler Outflow

- Direction of sprinkler flow run off to exit @ all door threshold slot drains
- Sprinkler drainage
- Sprinkler outflow retention pond



1 - SITE PLAN SPRINKLER OUTFLOW
1:750 @ A1 1:2500 @ A3

00 - KEY PLAN
NTS

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand
Ph: (09)306 0110 Fax: (09)307 8804
ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

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Project:
THE COMFORT GROUP
SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
SITE PLAN
SPRINKLER OUTFLOW

Project No.: J19-0288
Drawn: NC
Date: 29.7.2019
Approved by:
Issued by:

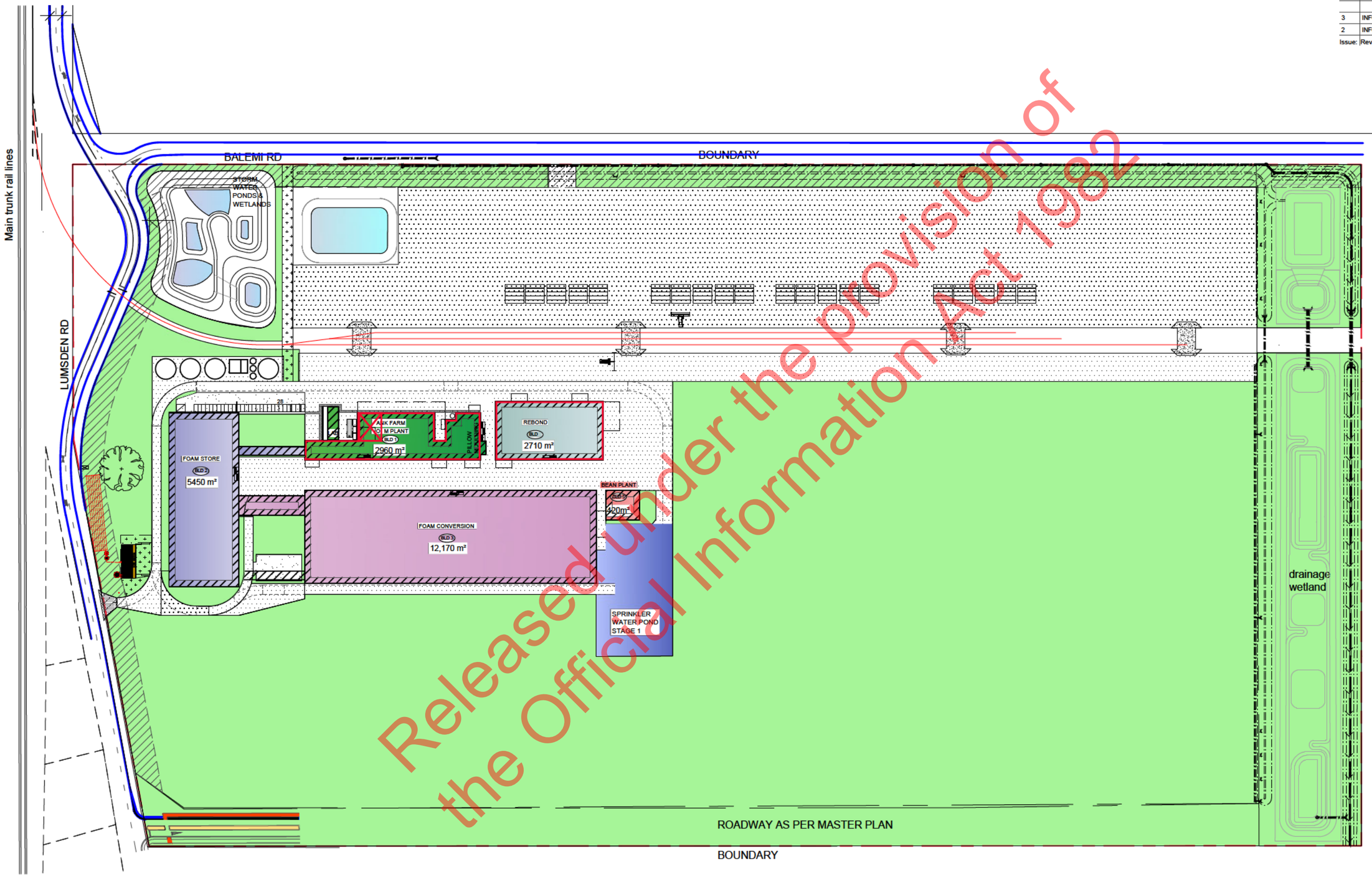
Scale (A1 Orginal):
1: 750 @ A1
1: 1500 @ A3

Sheet No: ARC 113
Rev No: 3

J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK_J19-0288 ARC XREF-01

FAST TRACK

3	INFORMATION	NC	27.08.20
2	INFORMATION	NC	17.08.20
Issue:	Rev:	Initial:	Date:



1 - SITE PLAN FUTURE DEVELOPMENT
1:1250 @ A1 1:2500 @ A3

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand
Ph: (09)306 0110 Fax:(09)307 8804
ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

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Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
SITE PLAN
OVERALL FAST TRACK DEVELOPMENT

Project No.:
J19-0288

Drawn:
Date:
Approved by:
Issued by:

Scale (A1 Orginal):
1: 1250 @ A1
1: 2500 @ A3

Sheet No: ARC 119

Rev No: 3

J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK_J19-0288 ARC XREF-01

FAST TRACK

Issue:	Rev:	Initial:	Date:
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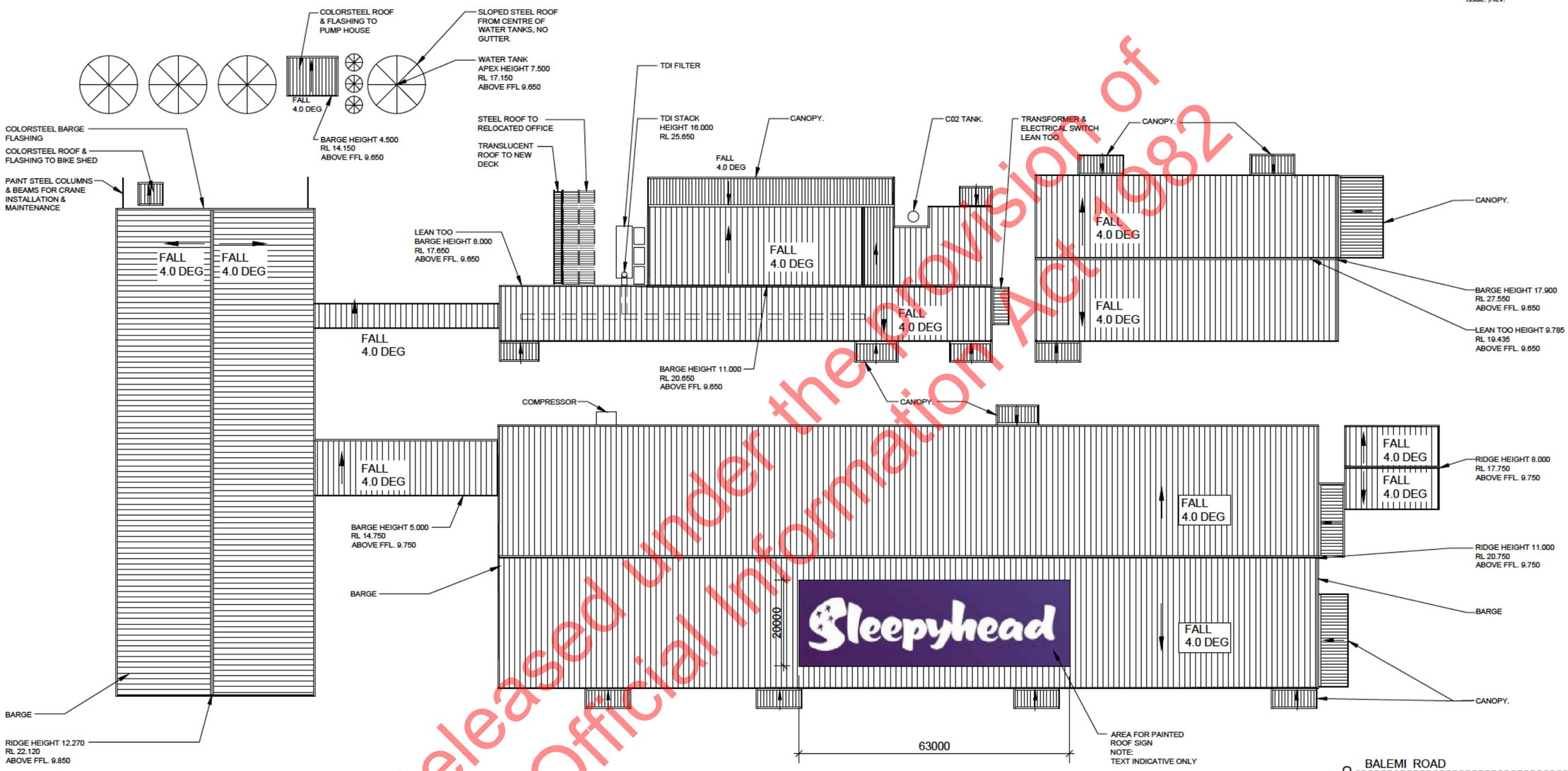
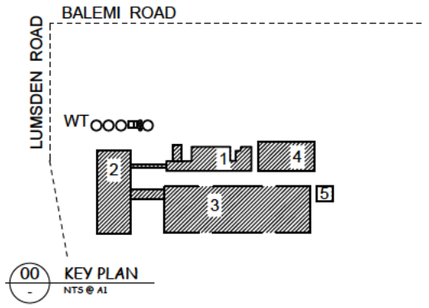
2	RESOURCE CONSENT	NC	12.08.20
A	DISCUSSION	NC	20.05.20



1 - ROOF PLANS ALL BUILDINGS
1:500 @ A1, 1:1000@A3



00 - KEY PLAN
NTS @ A1

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand
Ph: (09)306 0110 Fax:(09)307 8804
ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

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Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
ROOF PLANS
ALL BUILDINGS

Project No.:
J19-0288

Drawn:NC
Approved by:
Date: 29.7.2019
Issued by:

Scale (A1 Orginal):
1: 500 @ A1
1: 1000 @ A3

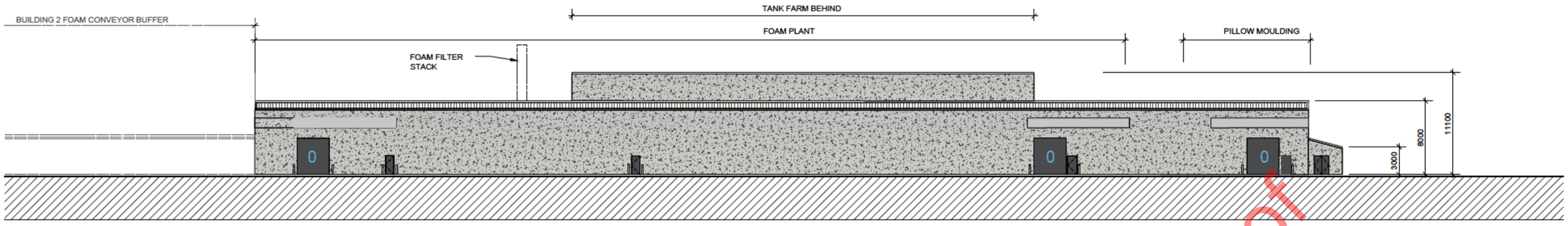
Sheet No: ARC 150

Rev No: 3

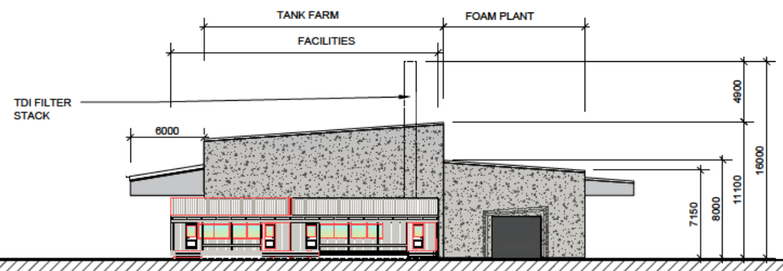
J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK\J19-0288 ARC 150 -ROOF PLAN.dwg

FAST TRACK

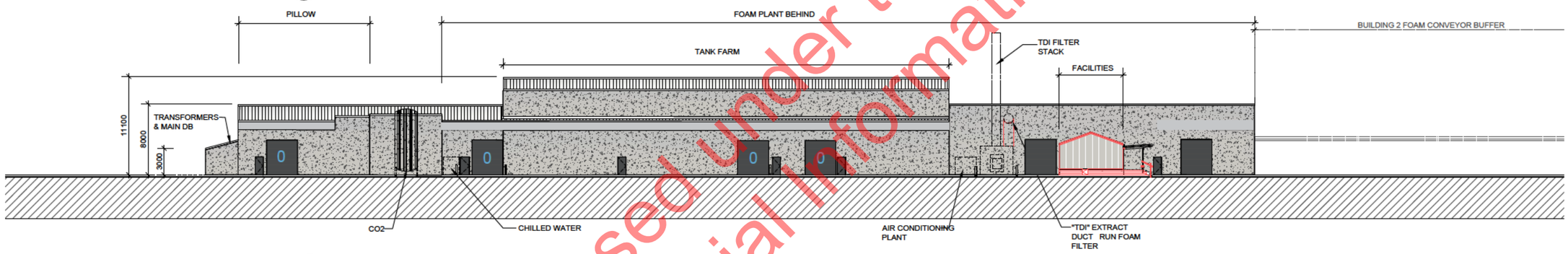
3	FAST TRACT RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
A	RC APPLICATION	NC	20.05.20
Issue:	Rev:	Initial:	Date:



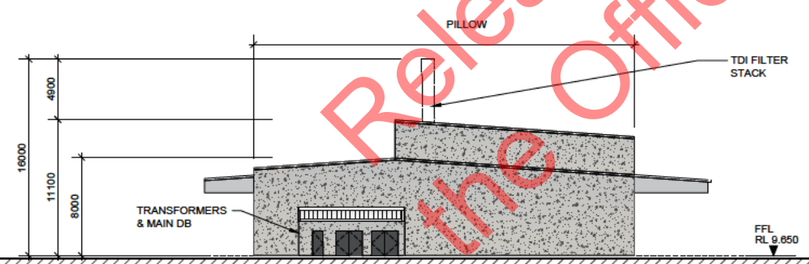
E1 - BUILDING 1 SOUTH ELEVATION
1:250 @ A1 1:500 @ A3



E2 - BUILDING 1 WEST ELEVATION
1:250 @ A1 1:500 @ A3 Lumsden road

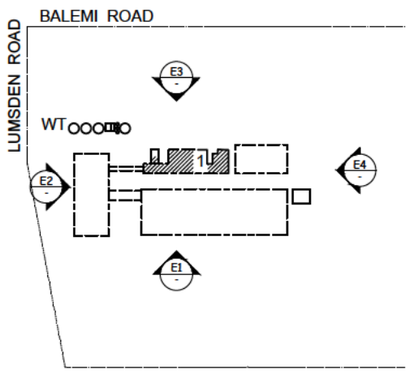


E3 - BUILDING 1 NORTH ELEVATION
1:250 @ A1 1:500 @ A3



All personal doors to have glazed panels

E4 - BUILDING 1 EAST ELEVATION
1:250 @ A1 1:500 @ A3



00 - KEY PLAN
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AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand
Ph: (09)306 0110 Fax:(09)307 8804
ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

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Project:
THE COMFORT GROUP
SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
ELEVATIONS
BUILDING 1
FOAM PLANT

Project No.:
J19-0288
Drawn:NC
Approved by:
Date: 29.7.2019
Issued by:

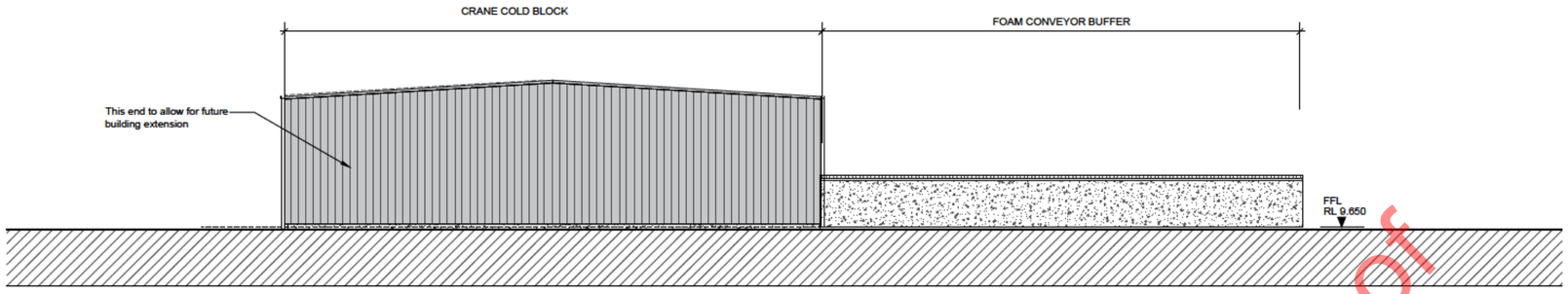
Scale (A1 Orginal):
1: 250 @ A1
1: 500 @ A3

Sheet No: ARC 300
Rev No: 3

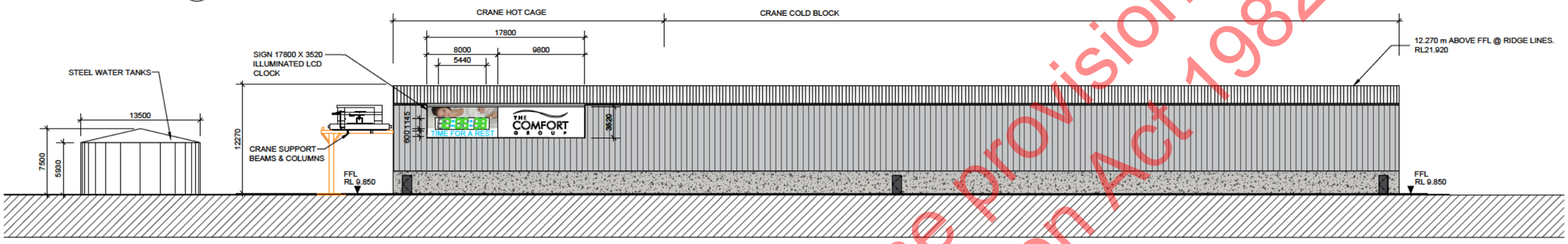
J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK\J19-0288 ARC 300-320

FAST TRACK

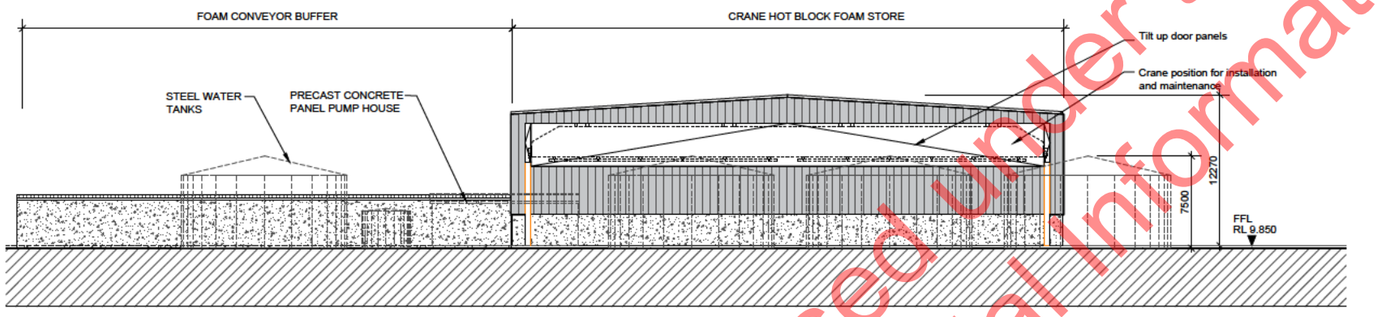
3	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
A	RC APPLICATION	NC	20.05.20
Issue:	Rev:	Initial:	Date:



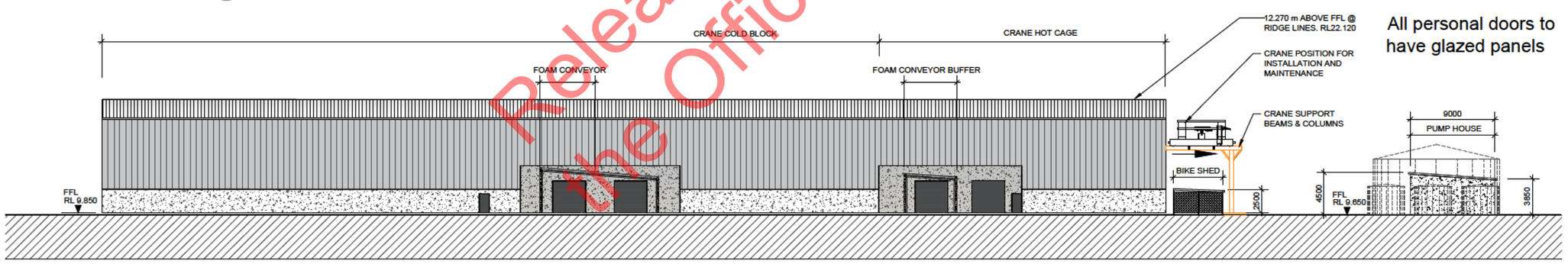
E1 - BUILDING 2 SOUTH ELEVATION
1:250 @ A1 1:500 @ A3



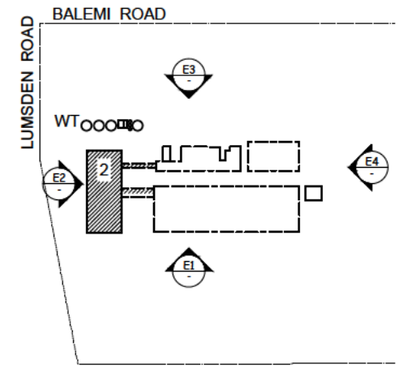
E2 - BUILDING 2 WEST ELEVATION Lumsden road
1:250 @ A1 1:500 @ A3



E3 - BUILDING 2 NORTH ELEVATION
1:250 @ A1 1:500 @ A3



All personal doors to have glazed panels



E4 - BUILDING 2 EAST ELEVATION
1:250 @ A1 1:500 @ A3

00 - KEY PLAN
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AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand

Ph: (09)306 0110 Fax:(09)307 8804

ENGUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

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Smart Property Solutions

Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
ELEVATIONS
BUILDING 2
FOAM PROCESSING

Project No.:
J19-0288

Drawn: NC
Date: 29.7.2019

Approved by:
Issued by:

Scale (A1 Orginal):
1: 500 @ A1
1: 1000 @ A3

Sheet No: ARC 302

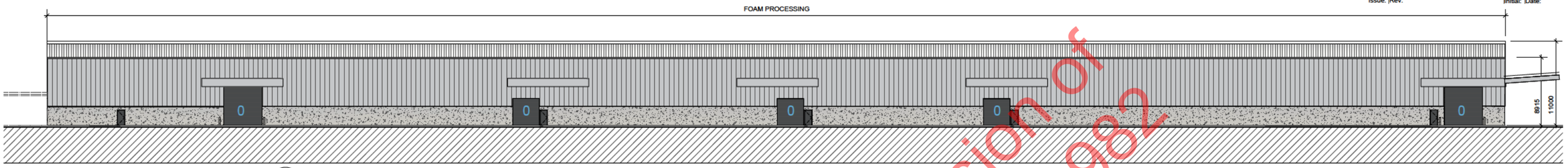
Rev No: 3

J19-0288 ARC 300-320 ELEVATION

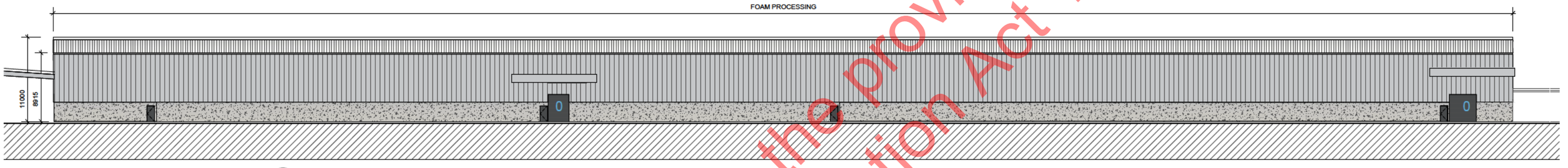
J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK\J19-0288 ARC 300-320

FAST TRACK

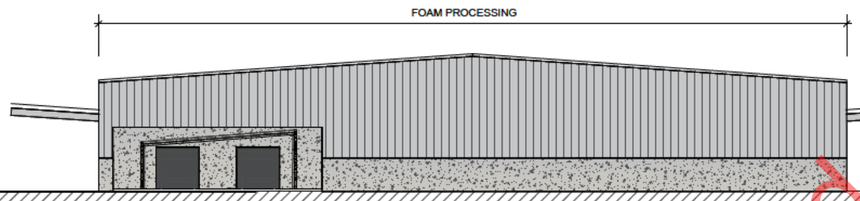
3	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
Issue:	Rev:	Initial:	Date:



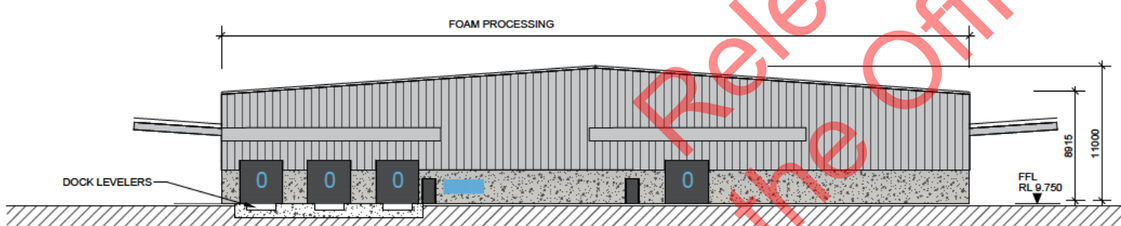
E1 - BUILDING 3 SOUTH ELEVATION
1:250 @ A1 1:500 @ A3



E3 - BUILDING 3 NORTH ELEVATION
1:250 @ A1 1:500 @ A3

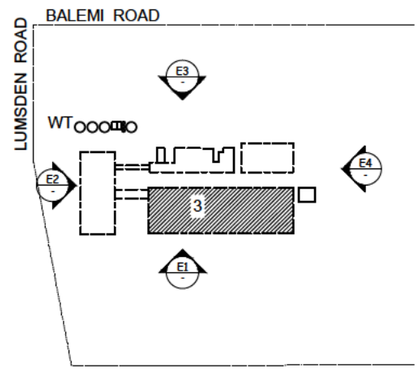


E2 - BUILDING 3 WEST ELEVATION
1:250 @ A1 1:500 @ A3



All personal doors to have glazed panels

E4 - BUILDING 3 EAST ELEVATION
1:250 @ A1 1:500 @ A3



00 - KEY PLAN
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AUCKLAND
Level 1, 35 High Street, Auckland, 1010
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Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
ELEVATIONS
BUILDING 3
FOAM PROCESSING

Project No.: J19-0288
Drawn:NC
Date: 29.7.2019
Approved by:
Issued by:

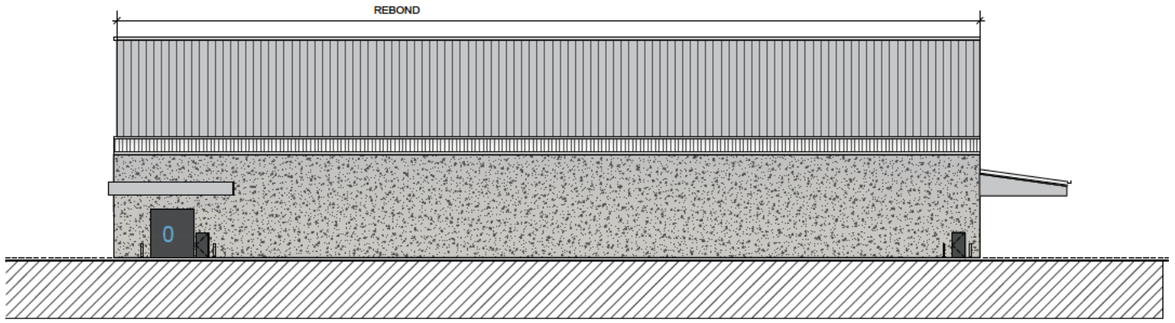
Scale (A1 Orginal):
1: 100 @ A1
1: 200 @ A3

Sheet No: ARC 304
Rev No: 3

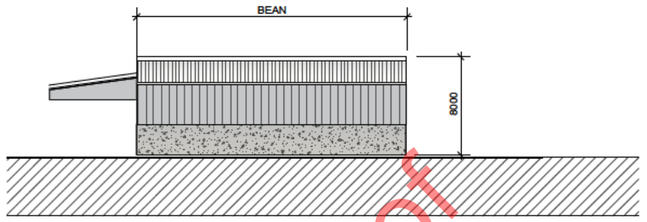
J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK\J19-0288 ARC 300-320

FAST TRACK

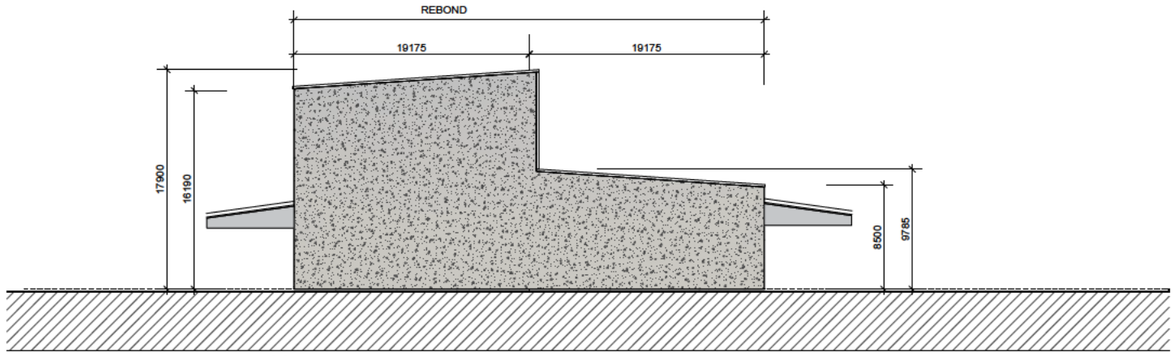
3	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
Issue:	Rev:	Initial:	Date:



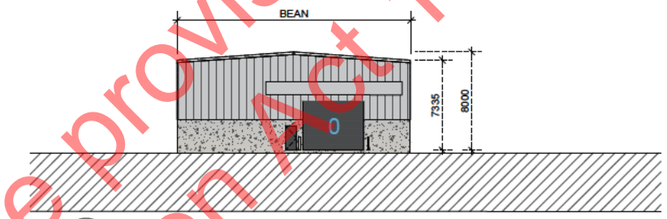
E1 - BUILDING 4 SOUTH ELEVATION
1:250 @ A1 1:500 @ A3



E1 - BUILDING 5 SOUTH ELEVATION
1:250 @ A1 1:500 @ A3



E2 - BUILDING 4 WEST ELEVATION
1:250 @ A1 1:500 @ A3



E2 - BUILDING 5 WEST ELEVATION
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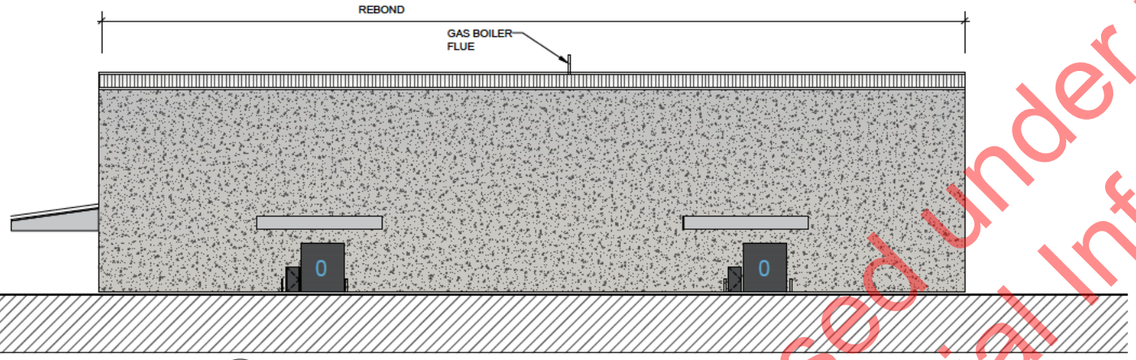
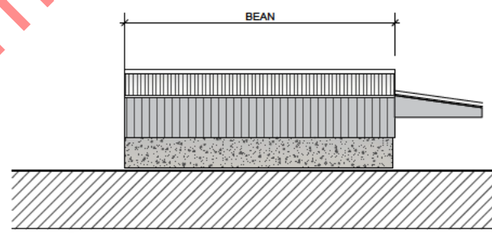
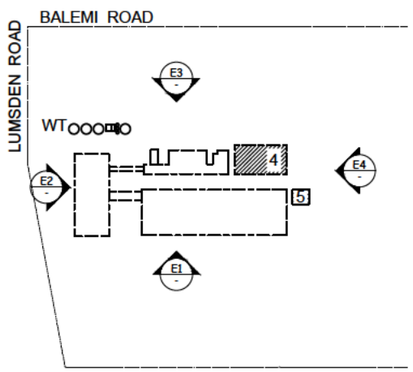


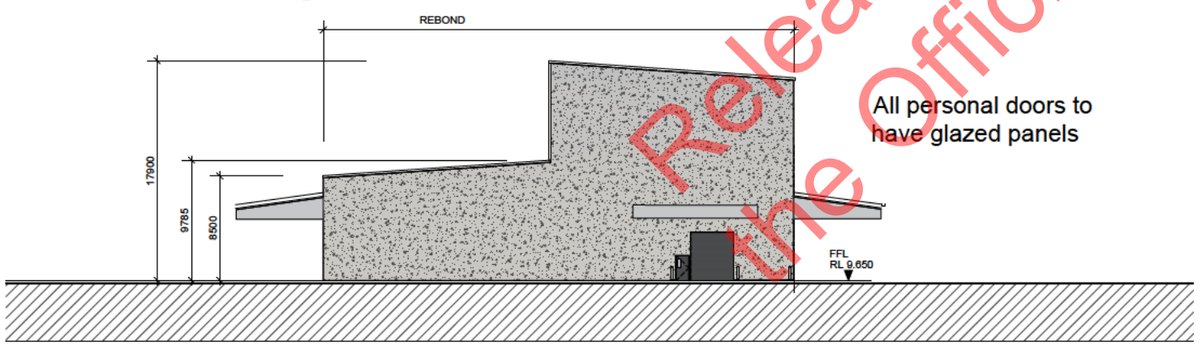
E3 - BUILDING 4 NORTH ELEVATION
1:250 @ A1 1:500 @ A3



E3 - BUILDING 5 NORTH ELEVATION
1:250 @ A1 1:500 @ A3

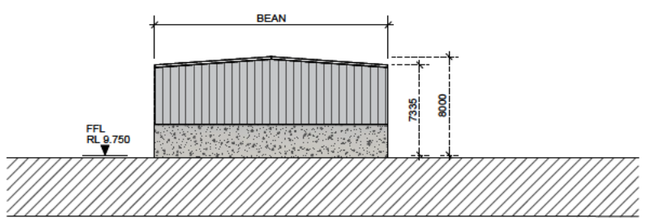


00 - KEY PLAN
NTS



All personal doors to have glazed panels

E4 - BUILDING 4 EAST ELEVATION
1:250 @ A1 1:500 @ A3



E4 - BUILDING 5 EAST ELEVATION
1:250 @ A1 1:500 @ A3

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand

Ph: (09)306 0110 Fax:(09)307 8804

ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

gaze commercial
Smart Property Solutions

Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
ELEVATIONS
BUILDINGS 4 & 5
REBOND & BEAN

Project No.:
J19-0288

Drawn: NC
Date: 29.7.2019
Approved by:
Issued by:

Scale (A1 Orginal):
1: 100 @ A1
1: 200 @ A3

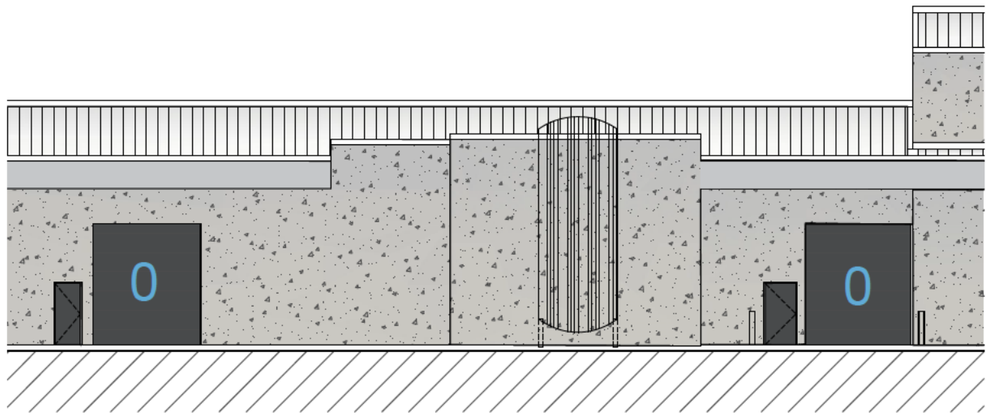
Sheet No: ARC 306

Rev No: 3

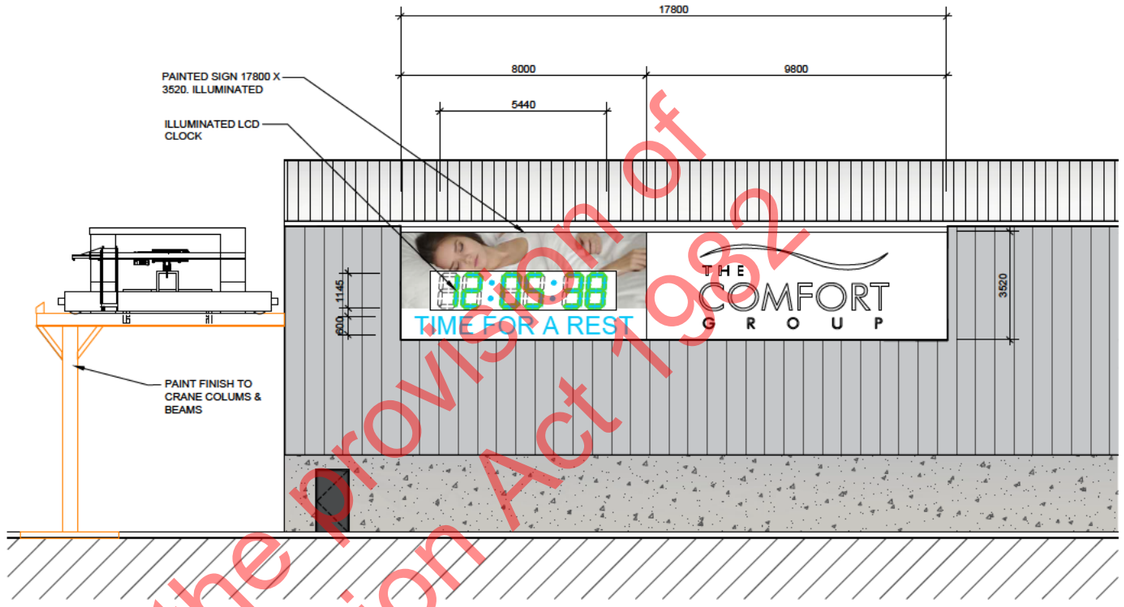
J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK\J19-0288 ARC 300-320

FAST TRACK

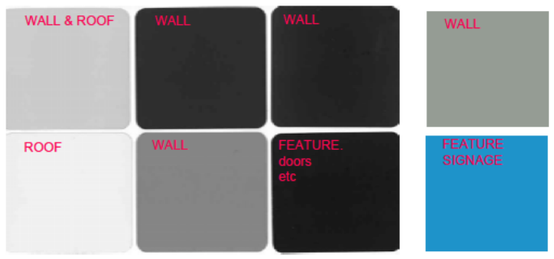
3	FAST TRACK RESOURCE CONSENT	NC	27.08.20
2	RESOURCE CONSENT	NC	12.08.20
-	Discussion	NC	25.07.19
Issue:	Rev:	Initial:	Date:



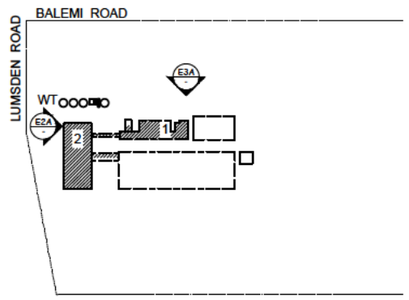
3A - PART COLOURED NORTH ELEVATION Balemi road
1:100 @ A1 1:200 @ A3



2A - PART COLOURED NORTH ELEVATION Lumsden road
1:100 @ A1 1:200 @ A3



03 - COLOUR SWATCHS
NTS



00 - KEY PLAN
NTS @ A1

AUCKLAND
Level 1, 35 High Street, Auckland, 1010
P.O. Box 758, Shortland Street, Auckland, 1140
New Zealand
Ph: (09)306 0110 Fax:(09)307 8804
ENQUIRIES@GAZE.CO.NZ
WWW.GAZE.CO.NZ

gaze commercial Smart Property Solutions

Project:
THE COMFORT GROUP

SLEEPYHEAD FOAM & BEDDING FACTORY
88 LUMSDEN RD
OHINEWAI
NEW ZEALAND

Drawing Title:
COLOURED PART ELEVATIONS

Project No.:
J19-0288

Drawn:NC
Date: 29.7.2019
Approved by:
Issued by:

Scale (A1 Orginal):
1: 100 @ A1
1: 200 @ A3

Sheet No: ARC 320

Rev No: 3

J:\J19-0288 Sleepyhead Ohinewai\Design\Drawings\5.6 RC design FINAL RC FAST TRACK\J19-0288 ARC 300-320

WOODS
EST.1970

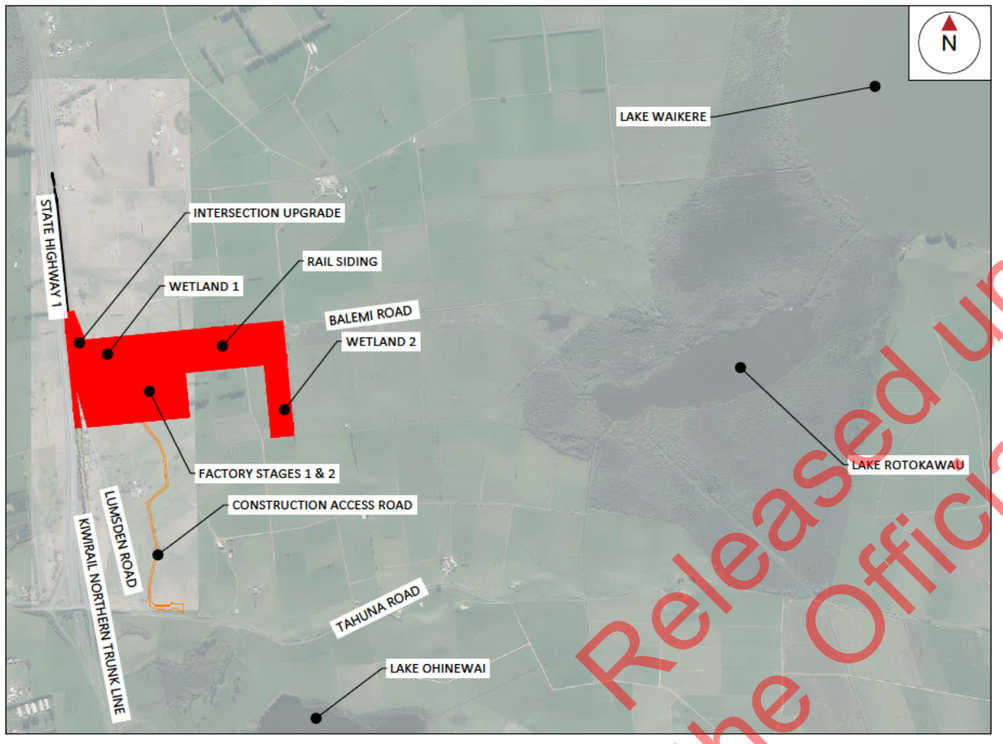
the comfort group

NZ COMFORT GROUP OHINEWAI STAGE 1&2 FACTORY & RAIL SIDING

88 LUMSDEN ROAD
OHINEWAI
WAIKATO

DRAWINGS ISSUED FOR COVID-19 FAST TRACK

NZ COMFORT GROUP
OHINEWAI
STAGE 1&2 FACTORY
& RAIL SIDING
LOCALITY & CONTENT INDEX



LOCALITY PLAN
(N.T.S.)

SLEEPYHEAD ESTATE FACTORY STAGES 1 & 2 AND RAIL SIDING COVID-19 FAST TRACK DRAWING SET				
SHEET NO.				SHEET TITLE
P19-138-	RS-	000	-GE	Cover
P19-138-	RS-	001	-GE	Locality & Content Index
P19-138-	RS-	010	-GE	Title Boundary Plan
P19-138-	RS-	011	-GE	Factory Layout Plan
P19-138-	RS-	012	-GE	Existing Features Plan
P19-138-	RS-	100	-EW	Existing Contours Plan
P19-138-	RS-	110	-EW	Proposed Contours Plan
P19-138-	RS-	120	-EW	Cut Fill Depth Contours Plan
P19-138-	RS-	130 -131	-EW	Preload & Dynamic Compaction Areas Plan
P19-138-	RS-	180 -183	-EW	Erosion and Sediment Control Plan
P19-138-	RS-	185	-EW	Construction Haul Road Layout Plan
P19-138-	RS-	186	-EW	Construction Haul Road Typical Cross Section
P19-138-	RS-	200 -202	-RD	Pavement Layout Plan
P19-138-	RS-	205	-RD	Intersection Upgrade Plan
P19-138-	RS-	300 -303	-DR	Stormwater Layout Plan
P19-138-	RS-	305	-DR	Stormwater Layout Intersection Upgrade Plan
P19-138-	RS-	501	-DR	Wastewater Layout Plan
P19-138-	RS-	681 -682	-WS	Water Supply Layout Plan
P19-138-	RS-	900 -901	-DR	Sprinkler Drainage Layout Plan