

APPLICATION FOR A PROJECT TO BE REFERRED TO AN EXPERT CONSENTING PANEL

Part I: Applicant

Applicant details

Urban Resort Limited / Icon Co Pty (NZ) Limited
Level 10, Ernst & Young Building
11 Britomart Place
Auckland

Attention: Jim Castiglione
Director
s 9(2)(a)
s 9(2)(a)

Address for service

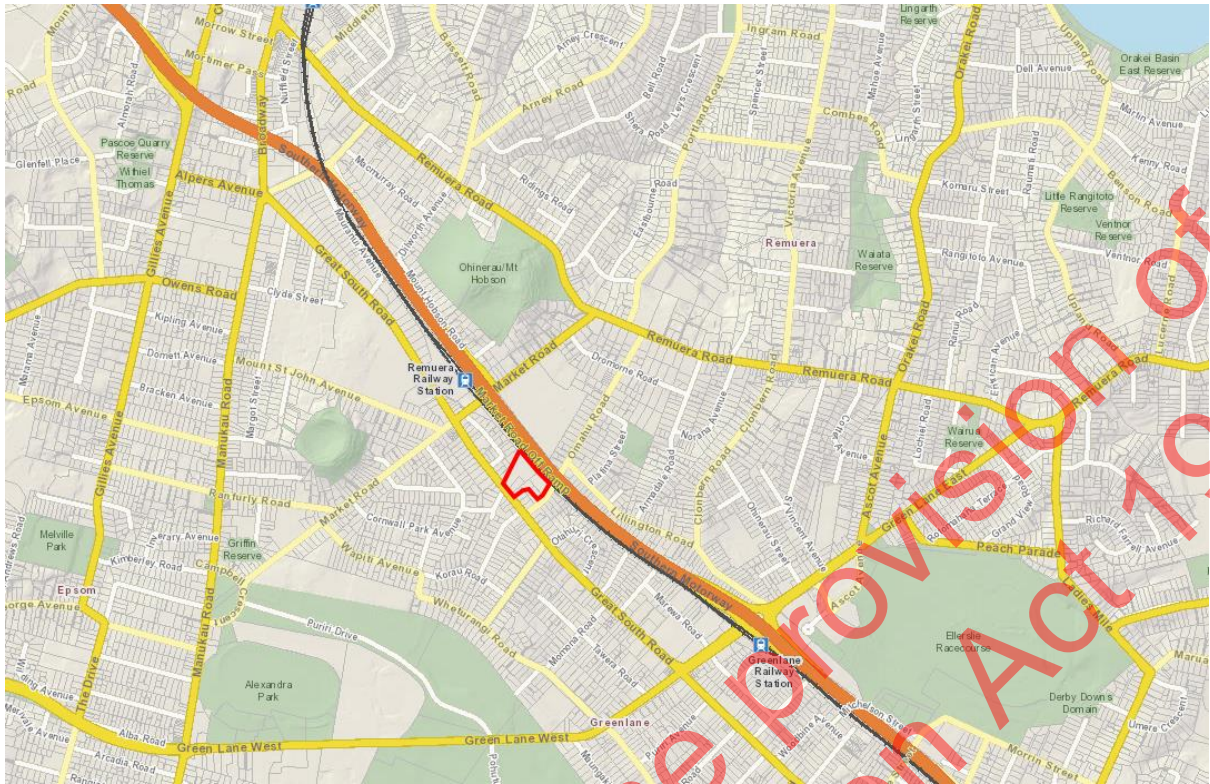
Campbell Brown Planning Limited
PO Box 147001
Ponsonby
Auckland 1144

Attention: Michael Campbell
Director
s 9(2)(a)
s 9(2)(a)

Part II: Project Location

Site Address/Location

- 224 Great South Road, 53, 53A, 49-51 Omaha Road, Remuera, Auckland, 1050



Legal Description:

The legal description of the site is set out below:

Address	Legal Description	Records of Title	Area (Hectares)
224 Great South Road	LOT 4 DEEDS REG 308, LOT 1 DP 146628, LOT 5 DEEDS REG 308	NA513/268 NA87B/952	0.9235
53 Omaha Road	LOT 2 DP 53665	NA14D/216	0.0981
53A Omaha Road	LOT 3 DP 53665	NA14D/217	0.1257
49-51 Omaha Road	LOT 2 DP 146628	NA87B/953	0.3212
Total			1.4690

Copies of the Records of Title are attached, together with copies of the Consent Notice and Easement Instrument that are registered on the title. Neither the Consent Notice nor Easement Instrument impact on the applicant's ability to develop the land.

Registered legal land owner(s) – Laura Fergusson Trust Incorporated (LFT Inc)

Applicant's legal interest in site

- 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 owners of the land, Laura Fergusson Trust Incorporated (LFT Inc), with the assistance of, Urban Resort and Icon have master planned the proposed development known as "Omahu" on the site together. The property is subject to a current executed sale and purchase agreement and the development will be undertaken by a SPV established for the development that acquires the site and undertakes the development.

Part III: Project Details

Project Name

Omahu Residential Development

Project Summary

- 2-3 lines

It is proposed to develop a 1.4685 ha site to accommodate approximately 205 apartment dwellings, together with supporting hospitality, small retail and recreation activities, parking and landscaping in an area located close to a wide range of amenities including high frequency public transport networks.

The project Masterplan notes the following:

“The impact of Covid-19 has reinforced that well-being and sustainability must remain a core fundamental in shaping Omaha. The principle of ‘Home’ and our expectations from our lifestyle are driven by our experiences and context. Through design we will create a village where experiences and sensations - particularly through connection to nature and appropriately scaled spaces - are enhanced and memorable. By incorporating sustainability principles we will build smarter, put less impact on our environment, and create open and shared spaces that foster a strong, diverse, and inclusive community within Omaha and within the existing neighbourhood. A significant central park will be created in the heart of the project, open for all to use as a public destination for recreation and well-being.

Together with the pocket parks around all residential living – Omaha is about being within nature and an exemplar model for Auckland with the site being located adjacent to transport corridors.

Omaha aspires to a minimum Homestar 6 rating through proven sustainability measures that include water conservation and re-use, energy efficiency, sustainable and locally sourced materials and renewable energy including solar power to drive common area power requirements.”

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.*
- *Where applicable, describe the staging of the project, including the nature and timing of the staging*

It is proposed to develop a large brownfield site of 1.4685 hectares to accommodate approximately 205 apartment dwellings, together with approximately 1,900m² of supporting hospitality, small retail and recreation activities, parking and landscaping in an area located close to a wide range of amenities including high frequency public transport networks.

The proposal results from a collaborative design and planning process under the Key Accounts – Premium Consents programme with Auckland Council to model exemplar principles of urban design and sustainability involving the efficient use of a brownfield site located in close proximity to a wide range of amenities including public transport networks.

The property comprises land owned by the Laura Ferguson Trust, and features a number of existing commercial and residential buildings occupying the land. The main frontage of the site is Great South Road, which is a main 4 lane arterial road. The site also has access onto Omaha Road.

While the surrounding area is predominately residential in character, there is a non-residential and mixed use theme with a range of commercial activities evident in the immediate area including the Magnus Benrow appliance store, which is located opposite the site. A Local Centre is located approximately 250 metres from the site.

The Northern Rail Line and the Motorway (State Highway 1) feature along the northern boundary of the site with the Remuera Train Station located within a few minutes walk around the corner from Omaha.

The overall contours of the property are generally flat with a slight increase in gradient to the north west of the site.

The proposal is a master-planned residential housing development. Apartments will be constructed in a variety of typologies, ranging between one and four bedrooms. The apartment buildings will feature a range of heights from four to seven storeys in the centre of the site.

Plans of the proposed development are **attached**, comprising a master plan, a typologies plan, and indicative perspective renders. Detailed drawings of each building are currently being prepared. It is expected that the development would be unit titled.

The density of the development is consistent with the underlying zoning of the site, which is zoned as Terraced Housing and Apartment Building Zone (THAB) and the National Policy Statement on Urban Development. The Residential – Terrace Housing and Apartment Buildings Zone is a high-intensity zone enabling a greater intensity of development than previously provided for. This zone provides for urban residential living in the form of terrace housing and apartments. The zone is predominantly located around metropolitan, town and local centres and the public transport network to support the highest levels of intensification.

The proposal will include a modest component of non-residential activities. This would include, for example, a small café, some residents' amenity such as community spaces, gym, pool and co-working shared space, together with a small area of retail. The non-residential component is intended to support the immediate residents and has been designed not to compete with any nearby centre.

The project will be undertaken in three stages, encompassing both the civil works and the construction of apartments. Earthworks and civil construction will commence in 2021 and be completed in 2025. Apartment construction will commence in early 2022 and be completed in annual stages through the three stages ending in 2025.

Earthworks will be undertaken over the site to create suitable building platforms and to establish basement parking. These works are clear of any streams.

Reticulated services will be provided to each lot, including wastewater, stormwater, and potable water. An infrastructure assessment has confirmed that there is sufficient capacity in the piped network to accommodate wastewater flows from the site. Stormwater would be disposed of to either the existing network or via soakage.

Consents/Approvals Required

- *Relevant local authority and type of consent Land-use consent (Water permit, Subdivision consent, Discharge permit, Coastal permit, Designation, Alteration to designation)*

The proposal requires the following types of resource consent:

- Land use consent, including for ongoing supporting activities noted below

- Discharge permit
- Subdivision consent

The relevant local authority is Auckland Council.

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*

Auckland Unitary Plan, Operative in Part ('AUP')

- Residential – Residential – Terrace Housing and Apartment Buildings Zone
 - The Residential – Terrace Housing and Apartment Buildings Zone is applied consistently to residential land in this location. Parcels of land surrounding the site are also zone THAB

In addition to the above zoning, there are a number of additional AUP (OIP) overlays and controls that are relevant to the site.

Overlays:

- Natural Heritage: Notable Trees Overlay - 322, Pohutukawa (applies to 53 Omaha Road)



The tree is proposed to be retained and protected (with fencing) as part of the redevelopment of the site.

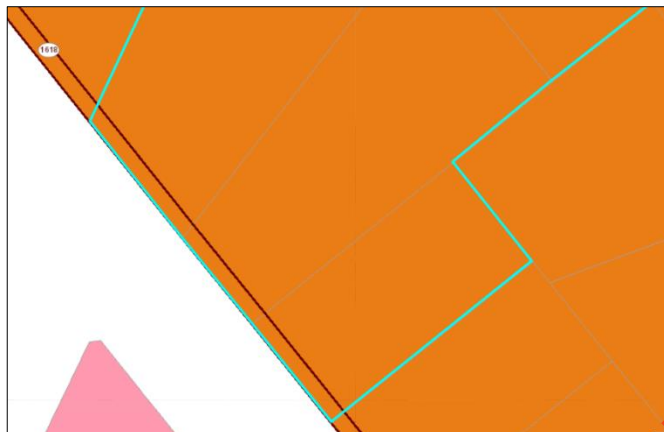
Controls:

- Controls: Macroinvertebrate Community Index [rcp/dp] - Urban

The Macroinvertebrate Community Index controls apply to various sections of the site and provides data on the health of streams. This control does not affect the site.

Designations:

- Designations - 1618, Road Widening, Designations, Auckland Transport – This applies along the Great North Road frontage and the development has been designed outside of this designation.



1618 Road Widening - Great South Road

Designation Number	1618
Requiring Authority	Auckland Transport
Location	2-236, 69-105, 242-248, 254-262, 272-280, 286-294 and 300-350 Great South Road, 1, 2 and 21 Otahuri Crescent, 1 Sunnyvale Road
Rollover Designation	Yes
Legacy Reference	Designation D09-29, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - east side 2.7m from road boundary.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

Rule(s) consent is required under and activity status

- Please provide details of all rules consent is required under (Relevant plan / standard, Relevant rule / regulation, Reason for consent, Activity status, Location of proposed activity)

The following table summarises the AUP rules and standards that resource consent is required under. It is possible that there may be other small infringements that arise as the project is refined through the process, although it is considered that the summary below captures all the significant consenting matters. Notably the status of consent is generally restricted discretionary activity with the only non-

complying activity related to the non-residential supporting activities. Omaha seeks to support a large new community with these activities and the activities and area of non-residential follow consultation with Auckland Council to identify the specific activities and ensure they are reduced to an appropriate level.

H6 Residential – Terrace Housing and Apartment Buildings Zone		
Rule / Chapter	Reason	Activity Status
(A1)	Ongoing activities: Commercial approximately 1,900m ²	Non-complying Activity.
(A3)	Dwellings	Restricted Discretionary Activity.
(A34)	New buildings and additions to buildings which do not comply with H6.6.6 Height in relation to boundary but comply with H6.6.7 Alternative height in relation to boundary	Restricted Discretionary Activity.
H6.6.5. Building height	Some of the proposed buildings will infringe maximum building height by a maximum of approximately 6.6 metres vertically.	Restricted Discretionary Activity.
H6.6.6. Height in relation to boundary	Some of the proposed buildings will infringe maximum standard HIRB infringement is approximately 7.2 metres at Building A. There is no infringement for alternative HIRB.	Restricted Discretionary Activity.

Auckland – wide Rules		
Rule / Chapter	Reason	Activity Status
D13. Notable Trees Overlay (A9)	Table D13.4.1 Activity Table Works within the dripline of a Scheduled tree	Restricted Discretionary Activity
E7 Taking, using, damming and diversion of water and drilling	Table E7.4.1 Activity Table (A28) The diversion of groundwater caused by any excavation, (including trench) or tunnel that does not meet the permitted activity standards or not otherwise listed.	Restricted Discretionary Activity
E11 Land Disturbance – Regional	E11.4.1 Activity Table (Residential Zones) (A8) Greater than 2,500m ² where the land has a slope equal to or greater than 10 degrees.	Restricted Discretionary Activity Earthworks across the entire 1.4 hectare site.
E12 Land Disturbance – District	E12.4.1 Activity Table (Residential zones) (A6) Earthworks greater than 2,500m ² (A10) Earthworks greater than 2500m ³	Restricted Discretionary Activity Earthworks across the entire 1.4-hectare site.
E25. Noise and vibration	The proposal will involve infringements to the construction noise and vibration standards.	Restricted Discretionary Activity
E27 Transport	The proposal will involve development and access onto an Arterial Road (Great South Road)	Restricted Discretionary Activity
E36 Natural Hazards and Flooding	E36.4.1 Activity Table Activities in overland flow paths (A42) Any buildings or other structures, including retaining walls (but excluding permitted fences and walls) located within or over an overland flow path.	Restricted Discretionary Restricted Discretionary

Auckland – wide Rules		
Rule / Chapter	Reason	Activity Status
E38 Subdivision - Urban	Table E38.4.2 Activity table - Subdivision in residential zones (A14) Subdivision in accordance with an approved land use resource consent complying with Standard E38.8.2.1	Restricted Discretionary Activity.

Previous resource consent or notice of requirement applications

- *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*

There have been no previous resource consent applications made for the development of this land.

Consents / designations by other parties

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

There are no resource consent applications, notices of requirement for designations, or other approvals required that would be obtained by persons other than the applicant. There is a road widening designation that runs along Great South Road. The development has been setback from this designation.

Other legal authorisations

- *Provide details of other legal authorisations (other than contractual) required to begin the project (e.g. 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*

Vehicle crossing permits will be required from Auckland Transport prior to constructing the new crossings. These permits will be applied for prior to the construction works occurring on site.

The applicant is not aware of any other legal authorisations that are required to undertake the project.

Construction readiness

- *Please provide a high-level timeline outlining key milestones, e.g., detailed design, procurement, funding, site works commencement and completion. If the resource consents(s) are granted, and/or notice of requirement is confirmed, detail when you anticipate construction activities will begin, and be completed.*

The following summarises the design and construction programme for Omahu:

- Funding agreement confirmed: April 2021
- Architectural and engineering ongoing design: April 2020 – October 2021

- Site investigations: June - October 2021
- Sales & marketing launch: October 2021
- Project construction: January 2022 – December 2025
- Project completion and sell down: December 2025

Omahu will be fully development ready once resource consent is issued. Accordingly, on the basis that Omahu is eligible for the fast-track, our request is to work with the Ministry and EPA to enable resource consent to be issued by late October 2021.

Part IV: Consultation

Government ministries and departments

- *Detail all consultation undertaken with relevant government ministries and departments*

The applicant has held a pre-application meeting with Ministry for the Environment staff on 16th March 2021 and 28 April 2021 to discuss the fast-track process and the information that would be required to support an application. Ministry staff in attendance at the 16 March meeting were Rachel Ducker and Arron Cox, and Rachel Ducker at the 28 April 2021 meeting.

Local authorities

- *Detail all consultation undertaken with relevant local authorities*

The applicant has held several pre-application meetings with Auckland Council under the Key Accounts/Qualified Partner programme that is made available to 20 Key Accounts that includes Urban Resort. This has also included discussions with Auckland Transport, Healthy Waters and Watercare.

The Council has been very supportive of Omahu overall and the proposed fast-track process. Where matters have been raised these have been addressed by the project team in the design and engineering of the development and otherwise subject to further refinement as part of the resource consent application on the same consultative basis. The architectural plans, civil engineering, geotechnical, acoustic and transport engineering reports relating to Omahu have been updated following Council consultation and are **attached**.

Other persons/parties

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

The applicant has also commenced consultation with Kiwi Rail and Waka Kotahi in relation to the transport corridor located along the northern boundary of the site. Details of the project including a draft acoustic report have been provided to Kiwi Rail and Waka Kotahi.

Kiwi Rail advised the following on 23 April 2021:

"KiwiRail supports the development providing a 5m building setback from the railway corridor boundary.

Further, I was pleased to see the acoustic report recommendations about how to manage existing external noise and vibration effects. I note that building placement and design is intended to be used to help mitigate these effects.

KiwiRail has long advocated for developers to consider creating high quality, high amenity environments where sites adjoin the railway corridor and it is pleasing to see that intent here. I'd be keen to see more details in due course."

Pam Butler | Senior RMA Advisor

It is considered that there are no persons or parties that would be adversely affected by the proposal, as the site is well-separated from adjacent land uses and careful consideration has been given to the nature and intensity of development proposed along the boundary interface. Particular care has been taken to ensure the proposal complies with the Alternative HIRB control as it applies to the site's external boundaries to avoid shading, privacy, dominance or other effects.

Part V: Iwi authorities and Treaty settlements

Iwi authorities

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

The applicant has commenced engagement with Mana Whenua groups that hold an interest in the area in which the site is located. Arising from this, Urban Resort has contacted representatives of Ngāti Whatua o Orakei to discuss the development. It will be confirmed with Ngāti Whatua o Orakei whether a cultural values assessment for the proposal will be undertaken. No issues of particular concern have been identified by Mana Whenua to date, with engagement ongoing.

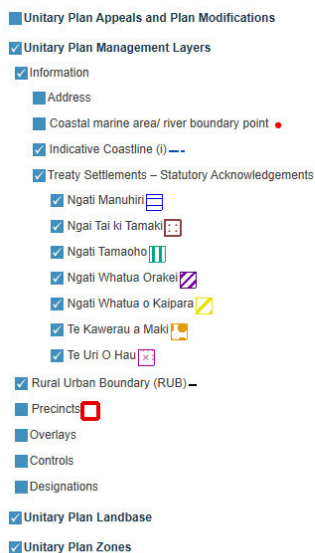
Treaty settlement entities

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

The applicant is not aware of any Treaty settlement entities with an interest in the area in which the project will occur.

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*



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

Customary marine title areas

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

The proposed activity will not occur in a customary marine title area.

Protected customary rights areas

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

The proposed activity will not occur in a protected customary rights area.

Part VII: Adverse effects

In considering whether a project will help to achieve the purpose of the Act, the Minister may have regard to, under Section 19E 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. Description of the anticipated and known adverse effects of the project on the environment, including greenhouse gas emissions

The scale and nature of the proposal means that it has the potential to give rise to some environmental effects. The assessment below considers the extent of the range of potential effects, together with the methods that are proposed to avoid, remedy or mitigate any such effects.

Overall, it is concluded that the proposed development will not give rise to any significant adverse effects subject to appropriate mitigation and imposition of conditions of consent. Indeed, the assessments undertaken to date have confirmed that the actual or potential adverse effects will be less than minor and that the development will produce significant positive effects and benefits in the form of:

- a. Major additional residential accommodation to contribute to the supply of housing in Auckland;
- b. Significant additional employment to the region, including specific apprenticeship and internship programmes;
- c. Energy efficiency;
- d. Water conservation and re-use through proven measures;
- e. Enhanced biodiversity through large scale planting, landscaping and overall resource management;
- f. Creation and enhancement of the environment overall, including the provision of what will be a large park;
- g. Genuine environmental sustainability based on a track record of innovative and practical measures that preserve or conserve natural and physical resources.

Traffic/transport

The proposed development has been designed to connect with the existing surrounding road network. The two accesses off Great South Road and Omaha Road will be retained and re-configured to provide for the development. The Great South Road access will provide grade-level disability parking, service deliveries and temporary parking. The Omaha Road access will provide the access to the basement carpark, which is a single level carpark with riser podium section that creates and supports the Central Park.

Commute has undertaken an assessment of the proposed residential development and associated traffic effects. As part of ongoing consultation with the Council Development Engineering and transport teams and Auckland Transport, the assessment will be updated and refined as detailed transport planning is completed for the resource consent application to address all transport related matters.

Great South Road connects the suburb of Newmarket in the north to Otahuhu in the south. The cross section of Great South Road is comprised of two vehicle lanes in each direction, with the kerbside northbound lane marked as a bus lane during the morning peak hour and the southbound kerbside lane used for on street parking. Great South Road is classified as an Arterial Road under the Unitary Plan and has a posted speed limit of 50 km/hr.

Omaha Road is classified as a 'Primary Collector' under the Waka Kotahi One Network Road Classification. It is approximately 800 m long and connects Great South Road in the south to Remuera Road in the north. The cross section of Omaha Road is comprised of one vehicle lane in each direction with on street parking on both sides. The posted speed limit of Great South Road is 50 km/hr.

The commute report notes that the site is within close proximity to Remuera Train Station (3-5-minute walking distance, 180 m) which operates on the Southern Line. The Southern Line connects Britomart to Pukekohe and has a 10 minutes frequency during peak travel times.

The nearest pair of bus stops are located on Great North Road approximately 100 m south of the site, a 1-minute walking distance. A signalised pedestrian crossing is located directly in front of the site on Great South Road, which provides a safe crossing location for residents and visitors accessing the northbound bus stop.

The nearest bus stops provide service to bus routes 70 which is a frequent service and connects Botany, Pakuranga, Panmure, Ellerslie, Newmarket, and the City.



Commute has concluded, in its draft report, the following:

“From a preliminary review of the proposal to develop a mixed use development at 224 Great South Road, Remuera, the following can be concluded:

- *The site is well connected from a public transport perspective;*
- *The crash history does not indicate an issue with vehicle movements to and from private properties on Great South Road and Omahu Road;*
- *The proposal meets the parking requirement for the site with sufficient commercial parking spaces required given significant number of parking spaces proposed;*
- *Bicycle parking and loading provisions are required and should be shown on the site plan;*
- *A Vehicle Access Restriction applies to the site given the Great South Road access fronts an arterial road. In the short term both accesses are anticipated to operated unrestricted, however in the long term the Great South Road is recommended to operate as left in and left out in the event that the central median be repurposed.*
- *The design should reflect that the Omahu Road access is the main access.*

A full Transportation Impact Assessment (TIA) as well as a Construction Traffic Management Plan (CTMP) will be provided as part of the full resource consent application.:

Urban design and neighbourhood character

Importantly, the land is identified for high-density residential development under the applicable AUP zone. The development is consistent with and advances the objectives and policies of the zone by integrating a large-scale residential apartment development on one of the largest sites within the AUP Terrace House and Apartment zone.

It is considered that there will be no adverse effects arising in relation to these matters, for several reasons. The site has been designed to comply with the alternative HIRB control. Infringements to height have been internalised to avoid adverse shading, dominance, privacy or other potential effects to neighbouring or nearby properties. The proposal will comply with the coverage requirements of the Plan

The proposed residential development has been carefully designed to 'internalise' the density so that housing adjacent to existing parts of the neighbourhood is identical or similar in nature to that which already exists.

The proposal has benefited from significant urban design input from Warren and Mahoney, one of New Zealand's premier architects, in consultation with Auckland Council's Urban Design team seeking to ensure that the housing, streets and lanes, and open space layout provides a quality urban design response. Buildings have been designed to engage with the street, minimise vehicle crossings, and ensure privacy for residents. Substantial landscape treatment and planting is to be provided.

Overall, it is considered that the proposed development is fully in keeping with the planned outcomes anticipated by the zone which provides for high density residential activities. The proposed non-residential activities are modest and form a minor supportive function for the proposed residential activities.

Stormwater disposal

The site is included within the scope of an existing network discharge consent that covers the wider Remuera area. GWE Engineers have prepared a stormwater assessment for the proposed development to inform the stormwater approach.

Overall, the proposed stormwater management plan will meet the required water quality treatment standards of Auckland Council's GD01 technical document. By implementing a water sensitive design for the development including rainwater tanks, raingardens and/or permeable paving areas, the total run-off from the site will likely be less than that occurring from the existing development and could reduce capacity issues on the downstream public stormwater network. It is also noted that there are no designated open, above ground car parking areas proposed for the development and stormwater run-off water quality will not be compromised by a contaminant load for vehicles visiting the development.

Auckland Council GeoMaps indicates that there are residential sites downstream of the subject site that are at risk of flooding, however the existing development within the site has a reasonably high percentage of impervious area, and the proposed development also has a similar percentage of impervious area. Therefore, peak flow attenuation is not required to limit flows to predevelopment levels as these are expected to be similar to existing conditions.

Construction stormwater take and discharge (including any dewatering) will use the Council stormwater network. In terms of the underlying commitment to genuine environmental sustainability, Urban Resort and Icon will build on previous projects water conservation and re-use systems (based on Element, Ellerslie's world first design) to include facilities and practical measures to reduce water consumption while increasing water re-use, including for irrigation and grey-water (toilets, laundry, external uses and landscaping and managed rain gardens).

Earthworks

The proposed earthworks will occur across the entire development site in order to create the building platforms, roads, driveways, basements and the installation of infrastructure. The majority of the earthworks across the site is proposed to occur during a single earthworks season, associated with the proposed development.

The proposed earthworks are considered to be appropriate and consistent with the scale of the proposed residential development and subdivision. With appropriate site management and monitoring, the proposed earthworks will be undertaken in a way that ensures that any potential adverse effects from the physical earthworks will be less than minor.

The proposed earthworks will enable the residential development of the site, as anticipated by the AUP residential zoning. The proposed earthworks will not significantly change the topography of the site, and in that respect the location of the main entrance and exit to the basement carpark takes advantage of natural gradient to reduce or avoid earthworks where possible. The general slope of the land will be retained and the area around the streams is to be retained within the drainage reserve. Overall, any effects of the proposed earthworks on the landscape character of the site would be less than minor.

Infrastructure servicing

The proposed residential development will provide all the required infrastructure to serve the development, including roading, water supply, wastewater and stormwater, and other private utility services.

The proposed access points have been designed in compliance with Auckland Transport standards to connect seamlessly with the existing surrounding road network.

The proposed stormwater network has been designed to ensure flows are contained within the capacity of the existing network and maintain post development discharge flow in line with the pre-development flow. As a consequence, any effects on the downstream network would be minimal.

The subdivision will connect to the existing public wastewater reticulation network which has been assessed to have sufficient capacity to accommodate the proposed additional residential demand.

Power and telecommunication services exist around the site and are available for use. Vector Limited and Chorus Limited will provide detailed designs to service the site at the time of Engineering Plan Approval.

Geotechnical/Stability

In January 2019, Engeo undertook a geotechnical assessment of the site for the purpose of due diligence, broadly characterise the subsurface conditions and to identify geotechnical constraints that may affect future developments on the site. The applicant has had a preliminary geotechnical investigation completed, by Engeo (**attached**).

The Engeo ground investigation comprised:

- Ten hand auger boreholes with regular in-situ field vane testing to a maximum depth of 5.0 m below ground level (bgl).
- Two machine boreholes with regular Standard Penetration Testing (SPT) to a maximum depth of 21.5 m bgl, and;
- Six scala penetrometer tests to 1.0 m bgl.

The investigation has concluded that the site is considered suitable for the proposed residential development, and the soils are suitable for normal bulk earthworks operations. Liquefaction is not considered to be a significant hazard on the site. A number of recommendations have been provided and the applicant has incorporated these matters into the design and the site investigations.

On the basis of the geotechnical investigation, there are not expected to be any stability issues that might curtail or impede development of the land as proposed.

Importantly, the design of the carpark and buildings and staging of the overall development takes into account the overall construction programme and methodology to ensure that there are only 1 or 2 where construction might be undertaken at any one time. The design also ensures, for example, that major piling is not required along the western boundary to avoid effects on the western neighbouring property.

Soil contamination

Please refer to the professional peer review of an existing Preliminary Site Investigation and Detailed Site Investigation (PSI/ DSI) report prepared by Engeo Ltd (Engeo) with preliminary recommendations to determine a scope of works to achieve Resource Consent and possible remediation solutions. The Engeo PSI/ DSI report, (Ref. 15627.000.000_04, dated 7 February 2019). Engeo determined that 'activities listed on the HAIL may have been historically and/ or are currently present at the site'. The possible.

HAIL activities and associated potential contaminants were summarised as:

- HAIL A10: Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds. Organochlorine pesticides and metals.
- HAIL E1: Asbestos product manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition. Assigned due to the age of site buildings as 'likely' including Asbestos Containing Materials (ACMs) in adjacent soils.
- HAIL I: Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the

environment. This was assigned to the potential for leadbased paint on the existing buildings which has the potential to leach/ flake and contaminate surrounding soils.

Engeo has determined that a DSI is required to quantify the level of contamination in surface soils at the site. It is considered that the Engeo desktop study includes a satisfactory level of investigation to provide preliminary recommendations as to the applicability of the NES:CS and HAIL to the site. Any identified contamination associated with the use of the site for HAIL activities can be readily identified, contained and removed from site for appropriate disposal in accordance with a Remediation Action Plan. The DSI will be lodged at the same time as the resource consent application to confirm any actions relating to any contamination identification and removal, including to meet NES requirements.

Intertenancy and Construction Noise effects

A preliminary Acoustic Assessment has been prepared by Earcon and is **attached**.

The site is adjacent two high noise routes; being State Highway 1 and Great South Road, in addition to a high noise and vibrations source being the railway track.

To achieve compliance with the regulatory and guideline requirements pertaining to acoustics, a number of considerations and mitigation measures will be provided in Omahu's design. Based on an initial preliminary assessment of the development plans, the applicant acoustic engineers (Earcon) have provided a number of recommendations to ensure that future residents are afforded a high level of on-site amenity.

There will inevitably be some aspects of the construction process that create a level of noise in and around the site. These effects might include construction noise, dust, heavy vehicle traffic, and contractors' parking.

These matters are typically addressed through management plans and practices, and by adherence to standards. In respect of noise, all activities will need to comply with the relevant AUP noise provisions and the New Zealand Standard for construction noise. It is also expected that a construction noise and vibration management plan would be required to put in place operational techniques that will mitigate nuisance and disturbance from construction.

A construction traffic management plan will be prepared, post-consent, for certification by the Council. That management plan will detail measures to be implemented to manage access and queueing of heavy vehicles and associated deliveries of building materials, together with the parking of contractors' vehicles.

The combination of carefully prepared construction management plans and adherence to regulatory standards will ensure that any construction-related effects of the project can be appropriately managed.

Notably, Icon NZ is one of New Zealand's leading construction companies with significant experience in large scale and complex developments to deliver developments on time and on budget. Icon has been directly involved in the planning and design of Omahu from its inception in early 2020 and will contribute directly to the overall construction methodology and suite of management plans that will be necessary under conditions of consent.

Archaeological

There are no recorded archaeological sites within or in close proximity to the site, and a field survey did not identify any archaeological sites within the property.

For these reasons, it is considered that the proposed development will have no adverse effects on archaeological values or remains.

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

National Policy Statement on Urban Development 2020 (NPSUD)

The recently released NPSUD applies to planning decisions by any local authority that affect an urban environment. The NPSUD represents a significant change to national planning policy and affects all district plans for growth areas and all decisions made by planning authorities in those areas. Section 75(3)(a) of the RMA states that district plans must give effect to a national policy statement, and s104(1)(b)(iii) states that a consent authority must have regard to any relevant provisions of a national policy statement when considering an application for resource consent.

Objective 2 of NPSUD seeks that planning decisions improve housing affordability by supporting competitive land and development markets. Objective 6 seeks that planning decisions on urban development are (amongst other things) responsive, particularly in relation to proposals that would supply significant development capacity.

The objectives are given effect to by the more directive NPSUD policies. In particular, Policy 1 directs that planning decisions contribute to well-functioning urban environments that enable a variety of homes that meet the needs, in terms of type, price, and location, of different households. Policy 6 seeks that decision makers should have particular regard to any relevant contribution that will be made to meeting the requirements of the NPSUD to provide or realise development capacity. That policy also makes it clear that significant changes to planned urban built form are likely to arise in order to give effect to the NPSUD (such as by providing increased and varied housing densities and types) and that such changes may detract from amenity values but are not of themselves an adverse effect.

Notably the applicant's development proposal is worthy of consent on its merits under the existing AUP policy framework. The general design and the reduced reliance on carparking in favour of public transport is consistent with and advances the purpose and policies of the NPSUD. In that respect, it is clear that the NPSUD requires and supports the type of 'step change' in planning for urban areas that are experiencing rapid growth which Omaha provides.

Part IX: Purpose of the Act

Your application must be supported by an explanation of 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*
- *Project's effects on the social and cultural wellbeing of current and future generations*
Whether the project would be likely to progress faster by using the processes provided by the Act than would otherwise be the case

Public Benefit

- *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*
 - *Housing supply*
 - *Contributing to well-functioning urban environments*
 - *Providing infrastructure to improve economic, employment, and environmental outcomes, and increase productivity*
 - *Improving environmental outcomes for coastal or freshwater quality, air quality, or indigenous biodiversity*
 - *Minimising waste*
 - *Contributing to NZ's efforts to mitigate climate change and transition more quickly to a low emissions economy (in terms of reducing NZ's net emissions of greenhouse gases)*
 - *Promoting the protection of historic heritage*
 - *Strengthening environmental, economic, and social resilience, in terms of managing the risks from natural hazards and the effects of climate change*
 - *Other public benefit*
 - *Whether there is potential for the project to have significant adverse environmental effects*

Omahu squarely gives effect to the purpose of the COVID-19 Recovery (Fast-track Consenting) Act 2020, particularly by providing significant and urgent public benefits in respect of employment, economic development, and housing while strengthening environmental, economic and social resilience and avoiding significant adverse environmental effects. Omahu provides each of the public benefits outlined above as evidenced in this application and accompanying plan and render package and associated engineering reports. Omahu's key public benefits are expanded on below.

With regard to employment, the land development works will provide significant full time employment for tradespeople (across all building and construction trades), urban designers, civil engineering designers, surveyors, project managers, administrators and sales staff. This will include an average of approximately 200 FTE people onsite over the course of the three yearly stages of Omahu; that is, 200 FTE per year. In addition, similar numbers of personnel from the project's supply chain (ie 200 FTE people per year) located off-site but nonetheless critical to Omahu's construction will be employed in disciplines relating to materials manufacturing and supply, design, planning, environmental, ecological, and geotechnical assessment, monitoring and reporting.

The civil and buildings contract work will be undertaken by specialist contractors for construction earthworks, civil engineering and landscaping together with those parties providing specialist services to the subdivision including communications and power supply.

Icon and Urban Resort have a long history of supporting communities, including through direct employment that supports young persons and others to gain practical development, trade and construction experience.

Icon is the construction partner in Kāinga Ora's 276 apartment development at 139 Greys Avenue, Auckland. Icon has committed to supporting the community and providing greater employment through several direct and practical measures that include:

- a. Commitment to subcontract 4-7.5% of the net trade cost of the Contract Price to Māori, Pasifika and/or Social Enterprise businesses as defined by He Waka Eke Noa and Ākina;
- b. An apprenticeship programme of no less than 28 apprentices, cadets and/or trainees engaged on the project with no less than 50% being engaged from target priority groups including but not limited to Maori, Pasifika, women, those from our tenancy communities and long term unemployed;
- c. A graduate programme of no less than 4 graduates employed by the Contractor including:
 - a. Structure Graduate
 - b. Façade Graduate
 - c. Fit out Graduate
 - d. Quantity Surveying Graduate
- d. Icon is also committed to its own health and wellbeing programme that includes:
 - a. A founding supporter of Mates In Construction with all sites using the programme.
 - b. Annual R U OK day
 - c. Nutrition education and support including:
 - i. Establishing a site canteen with good quality, healthy food
 - ii. No vending machines on site
 - iii. Healthier food options for site BBQs
 - iv. Food vouchers and YMCA memberships as rewards to Health and Safety excellence

Urban Resort and Icon will build on these existing initiatives and commit similar apprenticeship, graduate and health and wellbeing programmes tailored for Omaha to continue to support the growth and development of our community.

At its core, Omaha will supply over 200 new homes to contribute to the housing supply in Auckland with a range of apartment typologies.

The range of housing typologies proposed will also provide more housing choice in an attractive area at a time when house prices are rapidly escalating and moving beyond the reach of many Auckland residents. Apartment formats in particular provide an affordable option due to the smaller lot sizes and the resultant lower land component in the overall housing cost. One of the benefits of additional apartments is that this style of development creates movement in the housing market as people seek to downsize. This frees up other sites for redevelopment and provides an opportunity to grow and develop the existing community through efficiency of natural and physical resources

Notably the site is located in the Auckland Double Grammar Zone. This is one of the most sought after areas in Auckland. Locating additional homes in this location for families, medical staff of nearby Greenlane Hospital, students, singles, couples, retirees and down sizers is therefore an attractive place where people want to be and therefore creates an opportunity to grow and develop the existing community through efficiency of natural and physical resources.

Provision of more homes in this location will also assist to support local businesses in the adjacent commercial centre and reinforce the public transport provision.

It is also considered that the proposed development contributes to a well-functioning urban environment, as it provides for increased residential density around centres and transport facilities, and provides a high-quality urban design response to the site without creating adverse effects on the environment while achieving genuine environmental and economic sustainability.

Part X: Climate change and natural hazards

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

Climate change does not raise any particular concerns or threats to the project or the site, beyond those that apply to all land. The site is subject to natural hazards in the form of overland flow paths. These hazards can be appropriately managed by engineering solutions such as ground recontouring and drainage works.

Part XI: Track record

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*

Urban Resort is a leading urban designer and developer whose key values are Integrity, Innovation and Sustainability. Urban Resort's core business is the acquisition, planning, design and development of property in areas with significant population growth, particularly Auckland, Hawkes Bay and Queenstown, with a focus on world leading design and building of environmentally and commercially sustainable accommodation and mixed-use developments.

Urban Resort works in partnership with its team of experts, Councils, Government and communities. The company is one of only 20 Key Accounts of Auckland Council because of its expertise and track record in delivering high quality and sustainable developments. The Key Accounts relationship ensures smooth processes to secure and give effect to approvals for development.

Urban Resort's Board is comprised of senior experts across development, property management, engineering, finance and health sectors, and is led by Managing Director Jim Castiglione, who has had 25 years of resource management and development experience on large scale residential and infrastructure developments in New Zealand and Australia.

Urban Resort's flagship development, Element, is a \$40m 35 apartment development in Ellerslie. Element was designed with a world first water re-use and conservation system that includes

re-use of water for irrigation and potable water supply treated onsite. Urban Resort's \$42m development, Satori, is a high-end boutique residential development located in Orakei. Both Element and Satori are completed, and each project achieved pre-sales and affordable purchase prices through changing market conditions, including during and after Covid-19 lockdowns. Further information on Element can be viewed at [Element Living](#) and Satori at [Satori Living](#)

Urban Resort has also master planned and designed the Auckland suburb, Ormiston Rise, near Flat Bush as development partner with Kāinga Ora. Ormiston Rise is a major mixed use community of over 730 homes comprised of stand-alone homes, terraced houses and apartments with supporting recreation, retail, and business activities. At its foundation, Ormiston Rise was the largest KiwiBuild development that more than doubled what was New Zealand's KiwiBuild portfolio at the time in 2019/2020. Ormiston Rise showcases environmental sustainability through large scale initiatives including solar power generation and water conservation systems based on the principles applied in our preceding developments, Element and Satori. Ormiston Rise can be viewed at [Ormiston Rise](#)

Icon Co Pty (NZ) Ltd (Icon) is part of the wider Icon group of companies which is ultimately owned by Japan's Kajima Corporation, a world leading multi-national construction and engineering business. Icon is one of Australia and New Zealand's largest construction providers with over 80 projects ranging in size from s 9(2)(b)(ii) million and annual revenues in excess of s 9(2)(b)(ii). With some of the industry's greatest breadth of sector capability Icon is able to deliver projects of any size, any scale, anywhere.

Since, Icon has built in several large scale developments in Auckland and has established a strong track record for on time high quality project delivery. Icon has completed or is currently completing the following projects in Auckland:

- The Pacifica – New Zealand's tallest residential apartment tower comprised of 282 residential apartments and associated facilities
- Wakefield Street Student Accommodation – 697 accommodation rooms in Central Auckland to support Auckland University, AUT and other tertiary education centres (completed February 2021)
- Voco Holiday Inn Express – Tower development visitor accommodation and associated facilities (due for completion December 2021)
- 139 Greys Avenue – Kāinga Ora's 276 apartment development
- Munroe Lane – A large scale commercial building (over 15,000m²) to house Auckland Council located in Albany

More detail on Icon's company profile and projects is attached in the capability statement and profile summaries **attached**.

Neither Urban Resort nor Icon has had any compliance or enforcement actions taken against them.

Further information:

The applicant has obtained a number of technical and specialist assessments to support the development of the project and we **attach** these reports as part of the background information.