Supplementary Information | Part VII: Adverse effects (Full Summary)

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 adverse environmental effects. The assessment below identifies the nature and scale of the anticipated adverse 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 consents.

The project will produce significant positive effects and benefits in the form of:

a. Significant additional employment during design and construction as well as ongoing employment on completion.
b. Major additional and high-quality residential accommodation to increase the supply of housing in Auckland.
c. Additional economic benefits in the in the form of boosts to GDP, additional household incomes, land use and infrastructure efficiency (among others).
d. Provision of sustainable income for the DTB which will in turn support the extensive positive social and community outcomes provided by the DTB and Dilworth School. Maximising the income achieved from the investment property portfolio provides for more future boys to be awarded a Dilworth scholarship.
e. Energy efficiency and genuine environmental sustainability measures through design.
f. Water conservation and re-use, reduction in stormwater generation (increase of pervious areas) as well as water quality improvements.
g. High levels of onsite amenity for future residents including security of tenure, creating a sense of community, high level of service maintenance and housing choice.
h. Encourages a modal shift away from the private vehicle with a parking ratio of 0.4 spaces per unit, use of car stackers, provision of specialist EV charging parks and high bike parking provision.
i. Enhanced biodiversity and improvements to ecological corridors between maunga through extensive planting, comprising largely native species dominant within remnant forest in the area.
j. Efficient use of land and infrastructure.

Traffic/transport

The proposed development has been designed to connect with the existing surrounding road network, at the same time as being cognitive of the arterial nature of Great South Road and the site's highly accessible location.

Great South Road connects the suburb of Newmarket in the north to Greenlane and onto Penrose, Otahuhu and South Auckland to the south. Great South Road is classified as an Arterial Road under

the Unitary Plan. Mauranui Ave is not classified as an arterial. Both have a posted speed limit of 50 km/hr.

The Commute report notes that the site is well connected to public transport, being 700m from Remuera Train Station and with a frequent bus section (Route 70) along Great South Road. A signalised pedestrian crossing is located just to the north of the site on Great South Road, which provides a safe crossing location for residents and visitors accessing the northbound bus stop.

Because the proposal comprises more than 100 dwellings, trip generation is a relevant consideration under the AUP. Commute has reviewed the anticipated trip generation (adopted a conservative approach) and confirmed that the level of service at the intersections around the site would be acceptable, with no significant adverse effect.

Car parking numbers (provided at a ratio of approximately 0.4 spaces per dwelling), bike parking (more than one per dwelling along with visitor spaces) and EV charging, support the developments sustainability aspirations and encourages a mode shift away from the private vehicle.

Car parking is proposed at basement level, with access direction from the eastern site frontage (Mauranui Ave); ensuring no direct access to / from Great South Road for resident's car parking is required. Servicing will be undertaken via the shared laneway, with vehicles entering from Mauranui Avenue and exiting onto Great South Road. While this will require access onto Great South Road (being an urban atrial and subject to a vehicle access restriction), it will be an infrequent and occasional manoeuvre and only for refuse / service vehicles leaving the site.

Commute has concluded the following within the preliminary assessment of the proposed residential development and associated traffic effects:

- *The site location features excellent public transport connections.*
- *The development is not expected to detrimentally effect the existing good safety record in the vicinity of the site.*
- *The traffic expected to be generated by the proposed development can be accommodated within the existing road network.*
- *The development will feature a net reduction of one access on Great South Road, and therefore is considered to generate positive safety effects for pedestrians.*
- *The development satisfies relevant sight distance requirements.*
- *The development generally satisfies relevant Unitary Plan vehicle access requirements in terms of both form and location, with those exceptions detailed in Section 5.3 which are considered acceptable.*
- *The development satisfies relevant Unitary Plan parking requirements in terms of both provision and dimensions.*
- *The development features good connections for both pedestrians and cyclists.*
- *The development satisfies loading and servicing requirements, with the exception of the vertical clearance in the laneway, as detailed in Section 7.6 above (which is considered acceptable).*

Urban Design and Landscape Effects

An Urban Design and Landscape Review has been undertaken by R.A. Skidmore Urban Design, a copy is **attached.**

The underlying zoning provides for moderate to high intensity residential activities in areas in close proximity to, or which support, the centre zones, including the Metropolitan Centre Zone (objective H13.2(6)). Notably, opportunities for additional height are enabled where this is an efficient use of land, where this supports public transport, where it will contribute to centre vitality and vibrancy, and where it can be accommodated without significant effects on residential zones (Policy H13.3(13)). The proposal finds considerable support in these underlying objectives.

It is acknowledged that the proposal would exceed the height control for the zone by a considerable margin. However, the proposed development is an efficient use of a highly accessible and centrally located brownfield site in close proximity to the Newmarket Metropolitan Centre. Being located within a pocket of land that is not subject to a Volcanic Viewshaft and Height Sensitive Area overlay, and given its context and location factors, the site provides a valuable opportunity along this part of Great South Road and to the south of Newmarket for additional height to be realised.

Design is an essential factor, including scale and form, how the building contributes to the visual quality of the streets and public space as well as pedestrian amenity, movement and safety. Large scale development is to be of a design quality that is commensurate with the prominence and visual effects of the development. This appropriateness of the site's context as well as the success of the proposed design is confirmed by the Urban Design report which concludes that the additional height can be readily accommodated in this location; the proposed architecture is exemplary; and that the proposal will contribute positively to the urban environment.

The proposal has benefited from a robust and iterative design process. This includes feedback from Auckland Councill's Urban Design team and the Auckland Urban Design Panel. This has prompted the testing of various options relating to proposed design. The Urban Design report confirms that:

> *"…the iterative design and robust review process has resulted in an exemplary scheme that will make a positive contribution to the supply of good quality rental housing and the creation of a well-functioning urban environment."*

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, this enabled by the large central (and at grade) courtyard, as well as extensive shared amenity areas.

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 proposal is an exemplary scheme, one which is commensurate with the visual prominence of the proposed buildings. The additional height, scale and overall form of the building can be readily accommodated at the site given its context, and the proposal will make a positive contribution to the public realm and the urban environment as a whole.

Offsite Amenity

It is acknowledged that the proposed building is large, will be an increase in built form from that which currently exists on the site and within the immediate surrounds, and will be perceptible from adjoining properties. However, the effects of the proposal on surrounding properties are reasonable despite the proposed height and overall scale. This is largely due to the site's location and context; the use,

location and orientation of surrounding properties; the underlying zoning of these properties (and the amenity expectations of these zones); as well as the design of the proposed buildings.

The site is bordered by roads on three boundaries. Consequently, it is separated from adjoining uses to the east, west and south by a minimum of 20m. The Northern Rail Line and Motorway (State Highway 1) are located to the east and to the west / south west is Dilworth School, which is owned by the applicant. Notably the properties at 70, 82 and 92 Great South Road are also owned by the DTB. This layout, the separation from adjoining properties, the use, and the ownership of these properties will ensure that adverse amenity related effects will be largely mitigated or written approval can be provided.

Two properties immediately adjoin the northern boundary; 70 Great South Road and 29 Mauranui Avenue. 70 Great South Road (a motel) is owned by the applicant and 31 Mauranui Avenue is used as long-term accommodation. The use, orientation and layout of these properties (i.e., to the north) will ensure that the proposed buildings will not be dominant and adverse shading will not occur. The layout and design of the proposal provides further mitigation and ensures that any dominance or privacy effects can be well managed. Both the Mauranui and Great South Road buildings are located fronting the road and have a reasonably narrow footprint as viewed from the north. Coupled with the central landscaped common area, this reduces the built form along the northern boundary, creating negative space centrally to the site which provides relief for these properties to the north.

The property at 82 Great South Road is arguably the most impacted by the proposal from a locational point of view. However, it is owned by the applicant. Irrespective of this, its use as a car dealership with parking along its eastern side and outlook over Great South Road (to the west and away from the site) edge ensures that any dominance and shading effects will not be significant. Large parts of the site will receive direct sunlight throughout the day for most of the year (as shown by the summer and equinox drawings), and even in the middle of winter there will be relief from shading, largely due to the open courtyard within the centre of the application site.

The property to the south at 84-86 Great South Road is a two-storey building occupied by healthcare services with limited outlook toward the application site. It is separated from the application site by Mauranui Ave. Outlook from within the building toward the application site is largely filtered by trees along the northern boundary of this property. The proposed building is located within the western half of the property fronting Great South Road, with a car parking area wrapping around it to the east and south. Its use, layout, orientation and separation will ensure that adverse amenity effects will not occur.

The property at 30 Mauranui Avenue comprises two terraced rows of three-storey dwellings and is arguably the most ‘sensitive’ given its use. These dwellings, particularly the northern row of three, are oriented to the north and have a direct line of sight across to the proposal. The proposed buildings, specifically the Mauranui Building, will become an obvious and large built form visible to these occupiers within their northern outlook. However, the separation provided by Mauranui Ave, and the slightly offset alignment (i.e., the application site is not true north and within the direct line of sight, but off set slightly to the north west) will mitigate any dominance, overlooking or shading effects. These properties would retain unobstructed outlook to the north / north east, along Mauranui Ave and across Kiwirail / NZTA land lie to the north-east / east. In an urban and central location such as the proposed, and given the underlying Business – Mixed Use Zoning, effects towards these occupiers would not be significant.

Onsite Amenity

The proposed build-to-rent model will better meet the needs of the future residents than traditional rental accommodation.

Extensive shared amenity areas are proposed, including the two roof top amenity areas (one on each building) and the large ground floor common courtyard area. The arrangement of the proposed buildings will ensure good levels of sun light access to this central courtyard.

The sustainability aspirations (for example lower operational energy use, low maintenance design, water re-use and passive house objectives) will ensure lower operating costs and improved occupant health and comfort.

Each apartment will have excellent levels of outlook and will comply (and largely exceed) the AUP's minimum size requirements. Each apartment will be provided with its own private outdoor area. Apartment depths, and orientation will ensure that day light and sunlight levels will be high. The number of south facing units will be low, being limited to one unit on floors 01-07 on the southern end of the Mauranui Ave building (x7 units in total or 4% of units overall).

The site is adjacent two high noise routes, State Highway 1 and Great South Road, in addition to a high noise and vibration source being the railway track. Intertenancy attenuation will also be required. To achieve compliance with the regulatory and guideline requirements pertaining to acoustics and ensure a high degree of internal amenity, a number of measures will be incorporated in the building design. The applicant's acoustic engineers have provided a number of recommendations (refer to the **attached** preliminary Acoustic Report – 'Operational Noise'). As an example, the Mauranui Ave building incorporates winter gardens along the eastern elevation partly for this purpose and the design and layout of the proposed buildings provides a buffer to the internal amenity / landscaped courtyard located internally to the site.

Earthworks

The proposed earthworks will occur across the entire development site in order to create the building platforms, shared accessways, basement, landscaping and the installation of infrastructure. The majority of the earthworks across the site are proposed to occur during a single earthworks season.

The proposed earthworks are considered to be appropriate and consistent with the scale of the proposed development. With appropriate site management and monitoring (as indicated within the **attached** Infrastructure Report), 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. This includes issues of water quality.

Visual effects associated with earth-working will be temporary and reasonable within an urban location such as the proposed. The proposed earthworks will not significantly change the topography of the site. In that respect the location of the main entrance and exit to the basement carpark of the Mauranui Ave building takes advantage of natural gradient to reduce or avoid earthworks where possible. The proposed buildings will respond directly to the natural typography.

Overall, any effects of the proposed earthworks, including those on visual amenity, water quality and on the landscape character of the site will be appropriately managed so that they are less than minor.

Infrastructure servicing

The proposal is supported by a preliminary Infrastructure Report, prepared by Bluebarn. A copy of this is **attached**.

The proposed residential development will include all necessary local infrastructure to serve the development, private (shared) access ways, water supply, wastewater and stormwater, and other private utility services.

The proposed vehicle crossing points will be designed in compliance with Auckland Transport standards to connect seamlessly with the existing surrounding road network.

Stormwater generation will reduce from the existing scenario due to the reduction in impervious surfaces and the increase in landscaped areas proposed (both at grade, on the podium and at roof terrace level). Stormwater will be managed and discharged by way of ground soakage and detention will be provided if required. It is intended to utilise some of the storage capacity for on-site irrigation (i.e., retention). The proposed means of stormwater disposal will have no negative impact on existing flood plains or neighbouring properties.

The proposed development will be connected to the public wastewater reticulation network which has been assessed to have sufficient capacity to accommodate the proposed additional (largely residential) demand. The existing wastewater pipe that currently services the site will require relocation to facilitate the proposed basement works.

The proposed development will be connected to the existing water supply infrastructure within either Great South Road or Mauranui Ave. The site has good access (less than 60m) to three hydrants for firefighting purposes, with sufficient capacity for firefighting purposes.

Power and telecommunication services exist around the site and are available for use. Consultation with Vector and Chorus Limited will occur (with a view to providing utility designs for the proposal) at Engineering Plan Approval stage.

Geotechnical/Stability

Engeo Ltd ('**Engeo'**) has undertaken a geotechnical assessment of the site to assess the geotechnical factors in play which affect the proposed development and to provide geotechnical recommendations for the proposed development. The resulting geotechnical investigation is **attached**.

The investigation has concluded that the site is considered suitable for the proposed residential development on the basis that the works are undertaken in accordance with the recommendations contained within the Geotechnical Investigation. Liquefaction risk on the site is considered to be low, and it is not anticipated that groundwater will be encountered. The recommendations that have been provided will be either incorporated into the design of the proposed building or adhered to during construction. All measures will be adhered to during construction.

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.

Soil contamination

A combined PSI/ DSI report has been prepared by Engeo. A copy of this report is **attached.**

In undertaking investigations, Engeo identified the following HAIL activity (and associated potential contaminants) as being undertaken at the site:

- 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 identified as being the potential for lead-based paint and / or asbestos on the existing buildings which has the potential to leach/ flake and contaminate surrounding soils, as well as the potential for contamination associated with urban run-off.

As a result of these potential HAIL activities and associated contaminants, further intrusive investigation works (i.e., a DSI) to assess the appropriateness of the site for the proposed end land use were undertaken on 25 January 2022. These were assessed against the Human Health Criteria of the NES Soil, as well as the environmental discharge criteria of the AUP.

No exceedance of the Human Health Criteria was detected nor was asbestos. Lead was detected as one location in excess of the environmental discharge criterion and polycyclic aromatic hydrocarbons ('**PAHs**') were detected in three of the four samples which, due to their not being naturally occurring, is considered an exceedance of the regional background criteria of the AUP.

Engeo consider that no remedial works to address human health risk are required. While lead was identified, it is expected to be below the 200m^2 threshold for its removal to be a permitted activity under standard E30.6.1.2 of the AUP.

The presence of PAHs will mean that soil with elevated levels of PAHs cannot be considered clean fill, and will need to be disposed of to an appropriate facility licenced to receive the identified levels of contaminants.

Engeo make a number of recommendations including:

- Asbestos demolition surveys prior to demolition or removal works on the site or immediate surrounds.
- Preparation of a Site Management Plan prior to earthworks commencing.
- The preparation of a completion report.

It is considered that the development can proceed in accordance with the recommendations contained in the PSI/DSI. Subject to the adoption of these measures, the risk to human health and the environment is considered low.

Wind

A preliminary Wind Report has been prepared by Opus, a copy of which is **attached**. Within the report, Opus has predicted that the majority of wind conditions will comply with the relevant categories of the AUP. Of note:

- The resulting wind speeds on the footpaths adjacent the site should fall within Category C (at most), this being the highest acceptable performance category for footpaths and areas where people will not be dwelling, this complying with the relevant wind rules.
- The wind conditions in the open spaces and roof terraces within and around the development will be mostly category A or B, this being appropriate for short or longer term recreational or relaxing use.
- It is not anticipated that the proposal will cause the occurrence of gust speeds above the 25m/s threshold.

The Wind Report identifies that some Category C (appropriate for a pedestrian environment but not in a location where one would dwell, such as an outdoor amenity area) wind conditions may occur within the site around windward corners of the respective building and in some areas of the roof terraces, but notes that this would depend on landscape elements such as fencing, screening and planting as well as balustrading. The wind conditions and landscape response will be reviewed during the detailed design stage, with a view to achieving compliance with the respective wind conditions as far as is practical.

Tree Removal

The trees to be removed from the Mauranui Ave frontage are not notable/scheduled nor particularly healthy species and do not contribute significantly to the streetscape from an amenity not biological perspective.

The removal of these species will be adequately mitigated by the extensive landscaping that it proposed as part of the application within the application site, and the replacement street tree planting proposed within Mauranui Ave. Adverse effects will be mitigated and no more than minor as a result.

Construction Noise and Nuisance

Construction activities are a reasonable expectation in a changing urban environment such as the proposed. The effects of the proposed construction and earthworks will be temporary in nature. That being said, there will inevitably be some aspects of the construction process that create a level of noise and disturbance 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. A Construction Management Plan will be prepared by the constructor prior to works commencing, as is typical of developments of this scale. It is expected that this would set out site operation and health and safety related management measures (for example), as well as pull together the respective management plans discussed below.

A preliminary Construction Noise and Vibration Assessment has been prepared by Earcon and is **attached.** This identifies that there will likely be some infringements to the noise and vibration standards during construction, primarily during auguring, excavation, rock breaking and foundation construction. Noise and vibration will be maintained as low as practicably possible with the range of mitigation measures that have been indicatively recommended. Earcon considers that resulting infringements will be tolerable for neighbouring properties, particularly with the prior notification proposed and given the short-term duration. A Construction Noise and Vibration Management Plan will be required to put in place the 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. Commute are of the opinion that the construction activity can be accommodated on the road network.

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.

Archaeological

The site is within a highly modified urban and there are no recorded archaeological sites within or in close proximity to the site. For these reasons, it is considered that the proposed development will have no adverse effects on archaeological values or remains. Irrespective of this, earthworks will be undertaken in accordance with the AUP's accidental discovery standards.